

# The Hongkong Telegraph.

WEATHER FORECAST.  
FAIR.

(ESTABLISHED 1881.)  
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April 28th, 1912, Temperature a.m. 71, p.m. 78; Humidity...92, 79.

April 28th, 1911, Temperature a.m. 82, p.m., 81; Humidity...72, 77.

No. 8772

號三十月三年子壬

MONDAY, APRIL 20, 1912.

一拜禮 號九廿月四英港香

826 PER ANNUM  
SINGAPORE CORP. 10 CHM.

## TELEGRAMS.

### THE TITANIC INQUIRY.

Amazing Allegations By Members of Californian's Crew.

SURVIVORS OF TITANIC'S CREW ARRIVE AT PLYMOUTH.

[Reuter's Service to the "Telegraph."]

Bombay, April 29, 7.25 a.m.  
Received 29, 11.50 a.m.

A message from Plymouth states that a number of survivors from the crew of the Titanic have arrived there and were detained at the docks for examination. Many of them bitterly resent the enforced detention. There were many pathetic scenes with bereaved people seeking news of their lost ones.

#### REFUSED TO SPEAK.

The men refused to speak until the representatives of the Seafarers Union were admitted. A stoker related his adventurous escape upon a floating door. A steward says that the Carpathia passed one mile extending for twenty miles.

#### IMPORTANT RECOMMENDATIONS.

The Liverpool branch of the Seamen's and Firemen's Union has recommended that members sailing from Liverpool should insist upon the right of inspection of lifeboats by representatives of the Union, and an increase to £4.10 per month for seamen and £5 for firemen.—Reuter.

#### NO GROUND FOR COMPLAINT.

London, April, 27, 1.50 p.m.

A Washington message states that on the resumption of the Titanic enquiry, Senator Smith, the chairman of the committee, referred to the British criticisms as to the conduct of the enquiry. He said he had sent for officers of the

Titanic, who had assured him they had no grounds for complaint. The committee, he continued, had ample powers and were endeavouring to get the truth, which the British people wanted. He was confident that adequate legislation by the Senate would follow.

## TELEGRAMS.

### THE TITANIC INQUIRY.

#### DOUBLED THE WATCH.

[Reuter's Service to the "Telegraph."]

#### "KEEP IT TO YOURSELVES."

Seaman Evans testified that women and children were thrown into the lifeboats as they were afraid to jump. A lamp-trimmer said there were no lights on the boats. Seaman Hemming stated that he was asleep at the time of the collision. The boatswain awakened him, saying "Turn out, you fellows. You haven't half an hour to live. Keep it to yourselves." Other seamen testified that they were not warned and many were skylarking after the accident. Mr. Franklin, the White Star Company's agent in New York, re-examined, said he did not doubt that the investigation would result in legislation affecting the number and status of wireless operators in ships.

#### SENSATIONAL ALLEGATIONS.

Sensational evidence was given by Gill, a donkey engineman on the liner Californian, who declared that he desired to prevent any captain neglecting to aid a vessel in distress from hushing up the matter. He alleged that several of the crew were afraid of losing their jobs and had refused to testify. He said "I say the Titanic was most plainly going at full speed at 11.50 in the evening, when the Californian's engines were stopped owing to the drifting ice. Ten minutes later he saw a rocket ten miles distant, then another. He did not notify it to the bridge because it was not his business. He turned in and awakened at 6.40 in the morning, when the Californian was proceeding at full speed to assist the Titanic. He heard one officer tell another that the captain had been notified of the rockets. The entire crew talked about the disregard of the rockets."

#### KEEP OUT.

Captain Lord, of the Californian, denied Gill's allegations. He said that at 10.15 in the evening he notified the Titanic, then 19 miles distant, of the presence of ice. He received the reply "Shut up and keep out." There was no further communication with the Titanic. He did not receive any distress call till six in the morning, when he got it from the Virginian. He did not see either the Titanic or her signals on the Sunday evening.

## TELEGRAMS.

### THE TITANIC INQUIRY.

#### DOUBLED THE WATCH.

[Reuter's Service to the "Telegraph."]

Captain Lord said he took precautions and doubled the watch owing to reports received from steamers two or three days previously of the presence of ice. His wireless operator was not on duty on Sunday night after he sent the ice message. He came to the bridge at 10.30. An officer told him he thought he had seen a light, but it had been a peculiar light and he had been mistaking stars for lights. Then a ship came up and lay five miles from the Californian the whole night long, but he heard nothing from her and he was convinced it was not the Titanic. About one in the morning he told the operator to re-call the ship, which had sent up several rockets, but the calls were not answered. They were white rockets that she sent up, but not those indicating distress. He had a faint recollection of a cabin boy, at four o'clock, saying something about the ship still standing by, but soon after she steamed away.

#### £100 FOR ROCKET STORY.

Evans, the wireless operator on the Californian, said he advised the Titanic of ice surrounding the Californian. He received the reply "Shut up. You have jammed me working Cape Race." He went to bed and was awakened at 4.30 by the chief officer, who said he had seen rockets. The witness called the Frankfurt, who answered informing of the loss of the Titanic. Evans added that the crew were talking about the sighting of rockets and Gill said he expected to get a hundred pounds from some newspaper for the rocket story when he landed.

Seaman Buley, of the Titanic, testified that another steamer was sighted when the Titanic sank. Her lights kept the lifeboats together in the idea that she was coming to their assistance, and kept the passengers left on the Titanic quiet.

#### THE ENQUIRY WAS ADJOURNED.

#### RESULT OF INQUIRY.

Senator Smith, interviewed, expressed the opinion that the immediate result of the inquiry would be stringent American legislation regarding ships carrying wireless installations.

#### THE PHANTOM SHIP.

The evidence on Saturday concerned the so-called phantom ship whose lights were seen by survivors. The chief witness was Captain Moore, of the Canadian Pacific s.s. Mount Temple, whose evidence refuted the allegations in the Press that the Californian and the Mount Temple were negligent in regard to assisting the Titanic. Captain Moore mentioned that he passed an unknown schooner and a five thousand ton tramp steamer which must have been near the Titanic when she sank.

## TELEGRAMS.

### THE TITANIC INQUIRY.

#### GREAT FIELD OF ICE.

[Reuter's Service to the "Telegraph."]

The witness read a long list of messages which he intercepted, and said he proceeded to the scene at full speed, awaking all the firemen and serving out extra rum to spur them to action. When day broke he found a great field of ice, including from forty to fifty bergs, some of them hundreds of feet high. He was compelled to hoist men to the mastheads to seek a lane. A tramp was close by, and he tried to call her, but apparently she had no wireless.

#### CALLED MR. STEAD.

Captain Moore said that undoubtedly the Titanic had not fixed her position properly, and must have been eight miles further East than the spot reported. A steward named Cunningham described how he called Mr. W. T. Stead, who asked him how to put on a lifebelt. Cunningham put the lifebelt on Mr. Stead, whom he never saw again.

#### SILENCING SUSPICIONS.

Mr. Franklin, vice-President of the White Star line, recalled, was asked by Senator Smith if after they learned of the loss of the Titanic, the company re-insured her. Mr. Franklin emphatically denied that they did such a thing, pointing out that all insurance was handled in New York, and not in London, thus silencing suspicions hinted at in the sensational American Press.

#### BRITISH ENQUIRY.

The British enquiry into the Titanic disaster opens on Thursday. The assessors will be Admiral Gough Calthorpe, Captain Clarke (Board of Trade Inspector), Commander Lyon (Assessor to the Admiralty Court) and Professor Biles.

#### RELIEF FUNDS.

The total relief funds now amount to £280,000. The Canadian Government has cabled \$10,000 to the Mansion House fund.

#### SURVIVORS DUE.

London, April 28, 4.45 a.m.  
Survivors of the crew of the Titanic are due to arrive at Plymouth to-day on board the s.s. Lapland. They will be detained at the docks till they have been examined by the Board of Trade representatives. Extraordinary precautions have been taken to prevent the Press and the public from gaining access.

#### PORTUGUESE COLONIES

#### CONDITIONS OF LABOUR.

[Service to the "Telegraph."]

London, April 27, 6.15 p.m.

The Lisbon correspondent wires that the Minister for the Colonies has introduced bills regulating the conditions of labour in Sao Thome and Principe. (The two islands named are in the Gulf of Guinea, off the West coast of Africa).

#### RAJAH OF SARAWAK.

#### LEFT FOR HOME.

[Service to the "Telegraph."]  
London, April 28, 7.10 a.m.  
The Rajah of Sarawak has left for Marseilles, en route for Sarawak.

## TELEGRAMS.

### MOTOR BANDITS.

#### STERN RESISTANCE.

[Reuter's Service to the "Telegraph."]

London, April 28, 12.10 p.m.

Reuter's Paris correspondent states that the police last night surrounded an isolated house at Choisy-le-Roi, six miles outside Paris, where the motor car bandits had taken refuge. The latter kept up a steady fire on the police who summoned engineers to dynamite the house.—Reuter.

#### TRIPOLI WAR.

#### RUSSIAN VIEW.

[Service to the "Telegraph."]  
London, April 28, 12.55 a.m.

The St. Petersburg correspondent reports that M. Sazonoff, the Foreign Minister, in his maiden speech, said Russia did not see any danger of a general conflict in the Near East in consequence of Italian conduct of the Turco-Italian war. The bombardment of the Dardanelles was not accompanied by acts showing that Italy had departed from the idea of restricting operations, so it did not affect the interests of neutrals. The closure of the Dardanelles had affected Russian commercial interests and Russia had remonstrated with Constantinople.

#### LATE JUSTIN MCCARTHY.

#### THE FUNERAL.

[Service to the "Telegraph."]

London, April 27, 4.30 p.m.

The funeral of Mr. Justin McCarthy took place at West Hampstead. Many beautiful flowers were sent and there was a large assemblage of political and literary friends, including Mr. Redmond and a number of Nationalists.

#### RAILWAY UNIONS.

#### FUSION FAVOURED.

[Service to the "Telegraph."]

London, April 27, 4.30 p.m.

The Railway Workers' Union has voted, by 15,986 against 110, in favour of the fusion of the railway unions. It is understood the signalmen and pointmen's society favours the scheme.

#### HOME RACING.

#### GUINEAS BETTING.

[Service to the "Telegraph."]

London, April 27, 3.35 p.m.

The betting on the Two Thousand Guineas now runs:—  
7 to 1 Jingling Geordie.  
100 to 6 Lom.  
On the Derby:—  
2 to 1 White Star.  
4 to 1 Lomond.  
The betting at Sandown Park was:—  
Evans White Star and Lomond coupled.

#### BOXING.

#### McFARLAND DEFEATS WELLS.

[Service to the "Telegraph."]  
London, April 27, 4.50 a.m.

The New York correspondent wires that in a ten rounds boxing match Macky McFarland easily defeated Matt Wells on points.

## TELEGRAMS.

### ROYAL VISITOR.

#### SAILS FOR HOME.

[Reuter's Service to the "Telegraph."]

London, April 27, 4.30 p.m.

Prince Henry of the Netherlands lunched at Buckingham Palace with their Majesties the King and Queen and afterwards sailed for Holland.

#### GERMAN NAVY.

#### NEW DREADNOUGHT.

[Service to the "Telegraph."]  
London, April 28, 7.10 a.m.  
Germany's thirteenth Dreadnought, the Koenig Albert, has been launched at Danzig.

#### AUSTRALIAN ELECTION.

#### VINDICATION OF LIBERALS.

[Service to the "Telegraph."]  
London, April 27, 6.15 p.m.

The Brisbane correspondent cables that so far in the elections forty-three Liberals have been returned and twenty-nine Labour candidates. All the Ministers have received big majorities, and the Liberals have captured Charters Towers, Mount Morgan and Cymyus.

#### TROUBLE AT FEZ.

#### SERIOUS FERMENT.

[Service to the "Telegraph."]  
London, April 28, 12.55 a.m.

Both France and Spain are largely reinforcing their troops in Morocco, where undoubtedly there is serious ferment, as exemplified in the uprising at Fez. There is disaffection among the foreign drilled troops elsewhere and a marked revival of activity amongst the Rifians.

The Paris correspondent says General Lyautey has been appointed Resident General in Morocco.

#### U.S. AND MEXICO.

#### AMERICANS FLEE.

[Service to the "Telegraph."]  
London, April 27, 7.25 a.m.  
Owing to the insecurity of lives and property arising out of the chaotic conditions in Mexico, Americans are fleeing from the interior to the ports. In response to urgent appeals in Washington the Government has sent a transport down the West coast to pick up refugees.

#### TAFT AND ROOSEVELT.

#### PRESIDENT INDICATED.

[Service to the "Telegraph."]  
London, April 27, 7.25 a.m.

The St. Louis correspondent states that Roosevelt has won in the Missouri Republican Convention.

London, April 28, 7.10 a.m.  
Roosevelt, speaking at Worcester, Massachusetts, vehemently replied to President Taft, declaring "He has been not merely in thought, word and deed disloyal to our past friendship, but he has been disloyal to every canon of ordinary decency and fair dealing."

He said President Taft had yielded to the "bosses" and had convicted himself of insincerity when he signed the Payne-Altich tariff.

## TELEGRAMS.

### CHINA IN TRANSITION.

#### MORE APPOINTMENTS.

[From Chinese Sources.]

Shanghai April 28.

The President has appointed Tang Kai-yui as Governor-general of Kweichow and Yui Manting as director of the mint.

The League which had as its object the centralization of the army has been dissolved.

#### PROVISIONAL CRIMINAL CODE.

The Ministry of Justice has submitted to the President a new code for dealing with criminals which is to be enforced provisionally while a more permanent form is being prepared.

#### DISPUTE SETTLED.

Regarding the friction which has existed between Tang Shao-yi and Chiu Ping-kwan over the matter of appointing officials the President has taken a step which should settle all differences for the present from usurping China's prerogative in the appointment of officials.

#### QUIXOTIC INTENTION.

Chang Yun-tang the Chinese Minister at Washington has telegraphed to the Republican Government stating that it is the intention of the United States Government to enter into an alliance with China and to advance loans to her without interest.

#### WONG'S ADVISORS.

Wong Hing intends to appoint Wong Yun-man former acting Viceroy of Szechuan and Shum Ping-kwan former Governor-general of Kwangsi as his advisors.—Shat Po.

#### NEW BIRTH FOR SAH.

Lak Ching-cheung has made a recommendation to the President to the effect that Sah Yü-tao former Chinese Minister at St. Petersburg should be appointed advisor to the Ministry of Foreign Affairs.

#### YUI ON TOUR.

Yui Yau-yi is proceeding to Russia via 1<sup>st</sup> on a tour of inspection. It is also his intention to travel round the world before he returns to China.

#### ASSEMBLY POSTPONED.

The meeting of the Peking Assembly has been postponed until the 29th inst.  
All the former officials in the Ministry of Communications have resigned in a body.—Shat Po.



## Shipping

## ? GOING HOME?

WHY NOT

A Holiday  
at Home,  
and a way  
to get  
there that's  
a holiday.

See the beauties of Japan, of Honolulu (the Paradise of the Pacific) of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U. S. MAIL Steamers of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of a chef of International Reputation.

**THE COST:** is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$43 to London (return ticket \$74), and to San Francisco \$25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

## STEAMERS.-

MANCHURIA	27,000	"	"	Apr. 30	1 P.M.
MONGOLIA	27,000	"	"	May 21	"
KOREA	18,000	"	"	June 18	"

## INTERMEDIATE.-

NIHIL	11,000	"	"	May 14	"
PERSIA	9,000	"	"	June 11	"
CHINA	10,200	"	"	July 9	"

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).  
Telephone No. 141.

FRED J. HALTON,  
Agent.

Hongkong, 24th April, 1912.

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## BRITISH INDIA S. N. CO., LTD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN  
Kobe, Hongkong and Rangoon.

## EASTWARD.

The S.S. "FAZILKA" 4,152 tons, Captain W. L. Whittingham, will be despatched for YOKOHAMA and Kobe on the 9th May, at Noon, taking Cargo and Passengers at current rate, to be followed by S.S. "WARDHA" 3,976 tons, Capt. E. W. Peak.

## WESTWARD.

The S.S. "MUTIRA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 30th April, at Noon, followed by S.S. "FULTALA" on 6th May, taking cargo and passengers at current rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to  
Telephone No. 215,  
Hongkong, 26th April, 1912

JARDINE, MATHESON & CO., LTD.,  
AGENTS.

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## Notices

## PEAK TRAMWAY CO. LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 3.00 p.m.	" 15 min.
3.00 p.m. to 3.15 p.m.	" 10 min.

## NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m.	every 15 minutes.
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## SUNDAYS.

7.30 a.m. to 8.00 a.m.	every 15 min.
8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 3.00 p.m.	" 15 min.
3.00 p.m. to 3.15 p.m.	" 10 min.
3.15 p.m. to 3.30 p.m.	" 15 min.
3.30 p.m. to 3.45 p.m.	" 10 min.

NIGHT CARS as on Week Days.  
SATURDAYS.  
Extra Cars at 11.45 p.m.

## SPECIAL CARS.

Arrangement at the Company's Office, Alexandra Building, Des Voeux Road.  
JOHN D. HUMPHREYS & SON,  
General Managers,  
Hongkong, 3rd Nov., 1911.

## KUHN

AND

## KOMOR.

Art Curio Dealers;

INSPECTION INVITED.  
A. KUHN,  
Proprietor.

[55]

## Notices

## "NESTOR" SANITARY FLUID

## A RELIABLE DISINFECTANT.

Two Tablespoonsful to a Gallon of Water for Washing Floors, etc., is Most Useful for the Destruction of Fleas.

Per Pint Tin..... 50 cents.

Per Gallon Tin..... \$2.00

## VICTORIA DISPENSARY.

Hongkong, 18th April, 1912. [122]

## ELLWOOD'S

## HELMETS

## AERTEX

## CELLULAR.

## REGAL

## SHOES

## J. T. SHAW

TAILOR

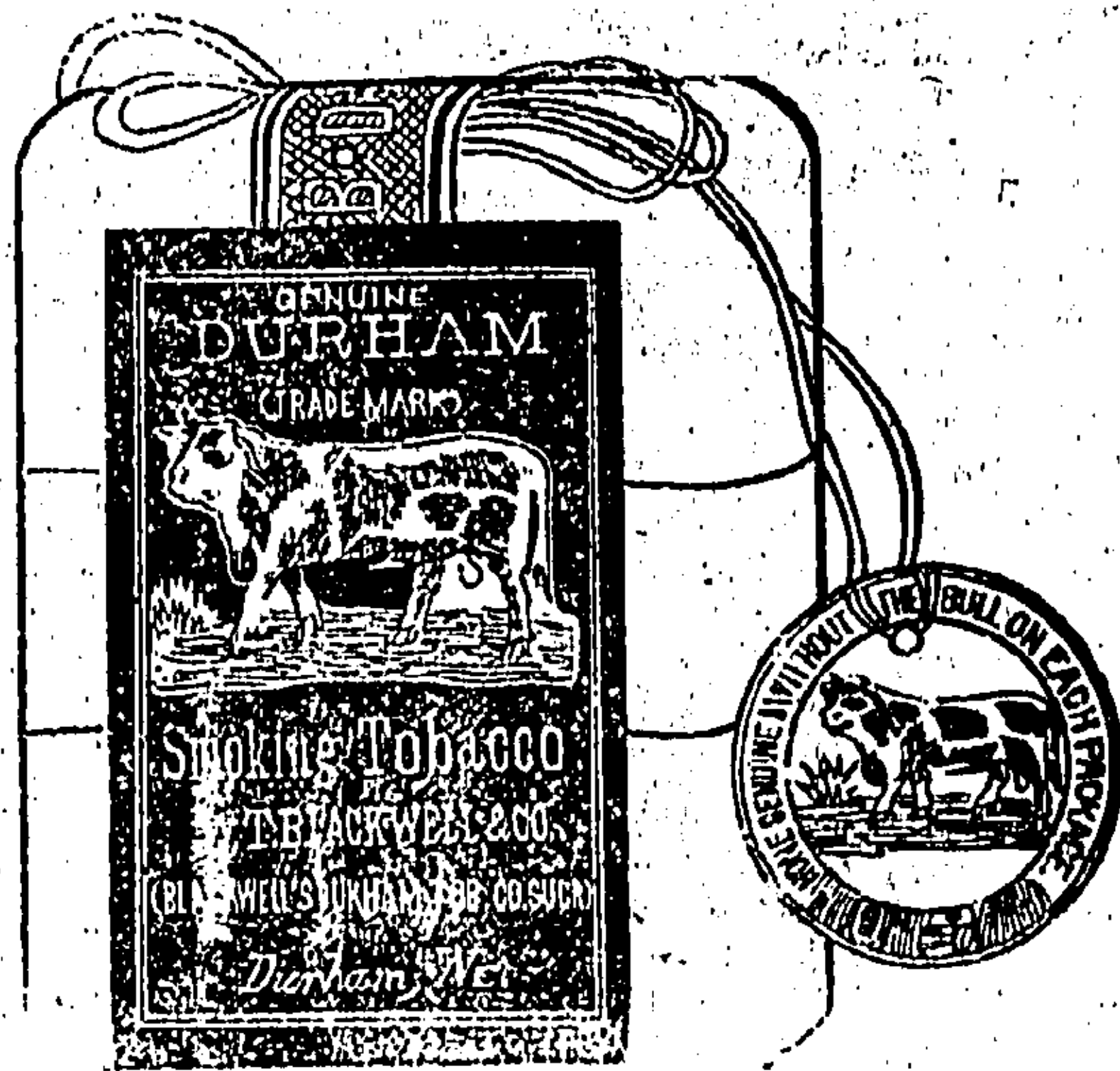
and

## OUTFITTER.

21, Hongkong Hotel Building, Queen's Road.

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## Notices

JUST ARRIVED  
ANOTHER SHIPMENT.

## CHINA EXPRESS CO.

Cable Address: (ESTABLISHED 1844) Telephone  
"EXPEDITION" No. 678.  
A.B.C. Code, 5th Ed. 3, Duddell St., Hongkong. P.O. Box, 250.

## GENERAL SHIPPING, FORWARDING, &amp; COMMISSION AGENTS.

Connection with the principal Express and Forwarding Agencies throughout Great Britain, the Colonies, America and the Continents of Europe.

Parcels and Cases of any size, shape or weight sent to all parts of the World at the Lowest Rates of Freight.

Indents executed and all kinds of Exports and Imports transacted on best terms.

Hongkong, 20th April, 1912.

[335]

**OUR NEW O. B. BREW, manufactured exclusively from the finest Bohemian Hops and German Malt by an Expert German Brewer. May be had from dealer or from the undersigned.**

O.



B.

Ask for the NEW O. B. BREW.  
ORIENTAL BREWERY, LTD., Hongkong.

## THE LEEDS FORGE CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.  
Pioneers in the Design and Manufacture of  
PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

THE AIKOO DOCKYARD & ENGINEERING CO.,  
OF HONGKONG, LTD.

Agents,  
BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911

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## S.O.A.E.O.

FAR EAST OXYGEN AND ACETYLENE CO., LTD.  
AUTOGENOUS WELDING.  
Repair of boilers and hulls, welding of cracks.  
Renewing of corroded plates by addition of metal.  
Welding of broken pieces of any kind of metal.  
OFFICE: St. George's Building, 3rd Floor, Telephone 1033. [45]



J. WYNDHAM STREET (Flower St.) ESTABLISHED 1900. [41]

## Notices

GUINNESS' STOUT,  
THE WELL-KNOWN  
"HORSEHEAD,"

## BRAND.

Sole Agents,

CALDBECK  
MACGREGOR & CO.

HONGKONG, SHANGHAI, SINGAPORE, TIENTSIN  
and KUALA LUMPUR.

Hongkong, 25th January 1912

[16]

PURE-AL MINIMUM  
COOKING-UTENSILS.

THE MOST HYGIENIC  
NO RUST, NO CHIPPING OF ENAMEL  
VERY DURABLE

SAVE TIME AND FUEL

BRIGHT AND CLEAN

VERY MODERATE PRICES

INSPECTION INVITED

F. BLACKHEAD &amp; CO.

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## Entertainments

BECAUSE OF THE DELAY  
OF THE S.S. "RUBI,"



THE WORLD'S GREATEST  
ILLUSIONIST.  
THE OPENING PERFORMANCE  
is delayed till  
MONDAY, April 29th.

This will be a day "long to be remembered" in Hongkong.  
The first thing on rising, repeat, each morning, these words:

"The Great Raymond, King of Entertainers and Entertainer of Kings," begins his Hongkong Engagement on the Night of April 29th."

"I MUST SEE HIM!"  
This should be continued until it can be said as easily backwards as forward, when it may be considered well fixed in the memory.

Booking at MOUTRIE & CO.  
Ticket holders for Saturday can have same exchanged for Monday.

RAYMOND,  
"MASTER OF MIRACLES,"  
THEATRE ROYAL,  
APRIL 29th.  
Tickets kindly exchange at MOUTRIE'S.  
Hongkong, 26th April, 1912.

## SCENIC RAILWAY.

The same as was shown at the  
HONGKONG UNIVERSITY  
BAZAAR, will be open to the public

from  
WEDNESDAY,  
1st MAY, 1912,

at the old Land Office in Queen's Road  
(opposite the foot of D'Almeida St.)

26 EXTRA FILMS 26.  
Will be exhibited, so that passengers may go ROUND THE GLOBE with all the thrill and excitement of a railway journey in the record time of HALF AN HOUR.

OPEN, DAILY, OPEN DAILY,  
from 2 p.m. to 11 p.m. A Fresh  
start made every 30 minutes.  
FARE 50 CENTS.

Hongkong, 26th April, 1912. [384]

## FAREWELL CO CERT

to

MRS. GORDON.

Wednesday, May 1st, 1912,

at 9.15 p.m.

at

VOLUNTEER

HEADQUARTERS.

Tickets, \$2 each

at Messrs. MOUTRIE &amp; CO.

Hongkong, 2nd April, 1912. [327]

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OUR  
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

## The Flight of Birds.

Owing to the fact that Hongkong is at once a big seaport and a fortress the Government in its wisdom have placed such restrictions on the art, or science, or craft of aviation that it is extremely problematical that we shall ever see aeroplanes in active use here, at least not for some time to come. But outside the narrow bounds of our tiny colony men are keenly awake to the possibilities of aviation and follow its developments with the most vivid interest, and Government after Government are starting aviation corps and promoting means for developing the military possibilities of flying. Of course it is a commonplace now that it was by studying the flight of birds that men were led to experiment with the mystery of flying themselves, it was being the classic example. But, as the "Literary Digest" aptly points out, "since man took to the air, some thing about his teachers and models, the birds, are almost more mysterious to him than they were before. His whirling propeller stands him in stead for the flapping of wings; his outspread planes are the steady pinions for coasting or soaring; but how about the birds that move only by soaring—that have discarded their motor?"

Daily Press.

## China's Disorder.

Disorder throughout the country was bound to ensue for a time; but is it true at the present moment to say that wherever "the foolish optimistic revolutionaries" have established themselves, absolute anarchy prevails? We are bound to say that this seems to grossly misrepresent the actual condition of the country. There is a good deal of unrest and disorder in many parts of China, but we must bear in mind that it is scarcely three months since the Manchou rulers abdicated and peace was declared. This situation will necessarily be uneasy for some time yet to come, but that the task of getting the people—and especially the disbanded troops—to settle down again to their anti-bellum avocations should have proceeded so smoothly as it has done gives the world reasonable justification for faith in the ability of the new Government in China to successfully lead the country back to a state of peace and contentment, equal, at least, to that which obtained before the Revolution. It will need great tact, clear judgment and no little firmness on the part of the Central Government to secure the country against the evils which Mr. Hippisley appears to consider inevitable; but we await further proof of a want of ability to manage the situation before we join the other Jeremiahs in their lamentations.

South China Morning Post.

## The Men Below.

In the case of the Titanic there were between forty and fifty engineers, and at the first warning of serious trouble every man, whether on watch or not, would be expected by moral law to assemble in the engine-room. Asking no questions, they would rush to their posts more or less in the dark as to what necessitated the call, only to obtain later a fuller knowledge than anyone on deck of the seriousness of the accident. Each moment spent below might lessen their chances of escape, but having located the damage and ascertained its extent, hasty measures would be taken, regardless of all risks, to counteract its effects. The ship's pumps would be started with a view to keeping down the inflow of water, and the coal bunkers would be closed; the latter task possibly involving the hardest of labour in the removal of enormous quantities of coal.



## WORLD'S NEWS IN BRIEF.

## GERMANY.

A sentry guarding a fort at Mulheim-am-Rhein, Germany, surprised three men breaking into the canteen. On his challenging them one man surrendered and the others fled. The sentry, after repeatedly summoning the fugitives to halt, fired and killed them both.

Germany's plans for naval and military expansion have brought about a Cabinet crisis, resulting in the fall of Herr Wermuth, Secretary for the Imperial Treasury. Herr Wermuth tried when he entered office in 1909 to break the tradition of Dreadnought building on borrowed money. He favoured, among other sources of revenue, the levying of a tax on inheritances, but the Imperial Chancellor, realising that the Catholic and Conservative Parties would not tolerate death duties, yielded to their opposition, thus making Herr Kuhn Wermuth's retirement inevitable. Herr Kuhn, Under-Secretary of the Imperial Treasury, has been appointed Herr Wermuth's successor.

The miners' strike in Germany was short-lived. The men have returned to work in the Ruhr district of Westphalia. A partial strike broke out in Saxony. In the course of a debate in the Prussian Diet the Minister of Commerce said that the best means of Government could use to end the strike was to give protection to men who wished to work. There was another partial strike by colliers employed in a number of the smaller mines in Northern France.

It is stated that Professor Ehrlich, of Frankfurt, has succeeded in effecting a remarkable improvement in his famous "606" specific, which is regarded as second only in importance to the discovery of the preparation itself. The improvement consists of a method for making the preparation completely soluble in water without the aid of any solvents whatsoever. What is still more vital is that the resulting solution is neutral—that is, it is neither acid nor alkaline.

## PORTUGAL.

King Manoel has sent a letter in reply to an address presented to him by exiled Portuguese Monarchists, in which he says:—"It is a great consolation for me to see that the heirs of so many brave and loyal Portuguese are close to mine. With noble unselfishness you have not hesitated to sacrifice your interests, your fortunes, and your social positions to your convictions and belief. As your King, and as a Portuguese, I express to all my gratitude for this manifestation. From the bottom of my heart I send you in return greetings, with the solemn assurance that I feel myself attached to my dear country and I have faith in its future. I believe firmly in its redemption, and I am confident in my people, who are ever present in my mind and in my heart."

Notes have been exchanged between the Portuguese and British Governments regarding the existing alliance between the two countries. Great Britain has assured Portugal that no alteration has been made on her part since the advent of the Republic and that the conditions remain as they were under the Monarchy—namely, that in the event of an attack upon Portugal or an attempt to seize her Colonies Britain will protect Portuguese territory.

Portuguese troops are being sent from Lisbon and Oporto to reinforce the northern garrisons, as there are indications of a royalist movement on the frontier.

## FRANCE.

M. Regnault, the French Minister, has gone to Fez with the Special Mission charged by the French Government to negotiate the Treaty for a Protectorate over Morocco. Delicate as this mission is its success is practically assured, and no great length of time should be necessary in which to obtain Mulai Hafid's signature.

After an extraordinary campaign by aeroplane, M. Vedrines defeated by 7,600 to 6,927 votes in his effort to be elected to the Chamber as a "member for aviation." The victor was M. Bonin, official candidate of the Radical-Socialist Party.

In the present disturbed condition of European politics the fresh force which France has found in the revival of patriotism in the Republic is a factor which is destined to weigh heavily in the balance. The national reawakening is steadily restoring France to her old position of being a decisive factor in the European Concert, a strong and self-reliant bond of union between Russia, her ally and Britain, her friend. The great national subscription on behalf of the military air fund continues to swell by leaps and bounds. It is one of the most extraordinary subscriptions on record, for the reason that every class of the population, both French and foreign, is participating. The total now stands at £73,000.

## HOLLAND.

Eight years of patient work in hybridising gladioli have resulted in Mr. C. P. Alkemade, a Dutch bulb grower, of Noordwijk, near Leyden, making a small fortune with a new and beautiful form. He has sold several single bulbs for sums varying up to £23, and has just disposed of 214 of bulbs for £1,600. The new gladiolus, called Glory of Noordwijk, is of a rare hue of soft, light yellow, with twelve flowers on one stem, measuring from five to seven inches in diameter.

## ALGERIA.

An Arab bandit named Labane has had the unique experience of being sentenced to death three times and to hard labour for life eleven times at Oran, in Algeria. He has still to undergo one more trial and get one more sentence to satisfy justice before his execution.

## UNITED STATES.

The National City Company, which is allied to the National City Bank, has appointed Mr. Morgan Shuster, the late Treasurer-General in Persia, as its representative in South America. About 15,000 carpenters in Chicago have struck for increased wages, and building operations to the value of \$7,000,000 are affected. The union carpenters of Des Moines (Iowa) have also ceased work and the movement threatens to spread.

There was a tremendous explosion of black powder recently in the Luffin and Rand Powder Works at Wayne, New Jersey. The mill in which the powder was stored and some adjacent buildings were wrecked and two employees were killed, while others were injured.

The report of the officer in command of the West Virginia, the American cruiser which recently visited Palmyra Island, has been received in Washington and has been subjected in certain journalistic quarters to a good deal of sensational embroidery to the effect that the object of the voyage was to seize the island from Great Britain. As a matter of fact, Washington appears to regard the island as already belonging to the United States by virtue of the annexation of Hawaii in 1898, and in despatching a cruiser to have been actuated by the fear expressed by the owner of the island, who is an American, that his property had been tampered with by foreigners.

Advices from Lafayette, Louisiana, say that Clementine Barnette, a half-breed negress, has told a story which the police believe clears up the mystery surrounding the murder of 20 negroes in Louisiana and gives clues which will fix the guilt for 15 other night assassinations of blacks there and in Texas. Apparently she was the chief of a mysterious negro sect, the members of which performed human sacrifices. The negress declared that she herself had killed 17 persons.

## LOCAL SPORT.

## TENNIS.

## The H. K. C. C. Tournament.

Of the games in the tournament played on Saturday in the H. K. C. C. tournament that is now drawing to a close, the one that excited most interest was the game between H. H. Nisbet and H. H. Philips, and Capt. Brierly and Capt. James, being the semi-final in the professional pairs. The game resulted in a win for the former pair, though Philips never seemed to be at the top of his form, by 6-3, 7-5.

On Wednesday H. A. Nisbet meets H. Hancock in the final in the Singles Championship and the winner will subsequently meet Capt. Day, the present holder.

## Kowloon Cricket Club Tournament.

Following are further results:—Championship. First 16 and:—1. J. Blackburn beat R. J. Brown 6/2, 6/1, 6/2. Capt. Clarke beat H. H. Eggers 7/5, 6/3, 6/2. Second Round:—A. O. Brown beat C. H. Rose 6/4, 3/6, 3/6, 6/4. Capt. Clarke beat E. Abraham 4/6, 6/2, 6/3, 6/0. Singles Handicap. A. Class. First Round:—S. E. Green (owes 40) beat Lieut. Thompson (scr.) 6/3, 6/4, 1. J. Blackburn (owes 15.2) beat C. Pitcock (owes 15.2) 6/1, 6/0. Capt. Clarke (scr.) beat O. R. Champit (scr.) 6/1, 6/2.

Singles Handicap. B. Class. First Round:—W. Waterhouse received a walk over from J. G. McEwen. Second Round:—G. H. May (owes 15) beat R. J. Brown (scr.) 7/5, 6/4, J. H. Mead (owes 30) beat T. Cheo (owes 15) 6/2, 6/3. Singles Handicap. C. Class. First Round:—F. Hoernman (owes 15) beat A. J. Hewitt (owes 2.0) 6/2, 6/1. Second Round:—A. F. Raven received a walk over from H. S. Spurge. A. A. Pye (owes 15.3) beat Sinea (scr.) 6/3, 7/5. C. Brown received a walk over from W. P. Gregory.

Doubles Championship:—Eggers and Brandmar beat Mead and Bailton 8/6, 3/6, 6/0. Professional Pairs. First Round:—Thompson and Williams beat Raven and White 6/1, 6/0. Wolf and Taylor beat Rose and Sutton 6/2, 6/3.

Doubles Handicap. Second Round:—Stevens and Hewitt (owes 15) beat Mead and Waterhouse (scr.) 6/4, 6/3. Wolf and Taylor (owes 4.6) beat Rose and Cheo (owes 15.2) 6/1, 6/4. Rouse and Sutton (owes 15) beat Pitcock and Blackburn (owes 15.2) 6/1, 6/2. Third Round:—Wolf and Taylor (owes 4.6) beat Rouse and Sutton (owes 15) 3/6, 7/5, 9/7.

Mixed Doubles Handicap. First Round:—Mrs. MacAskill and Mr. MacAskill (owes 3.6) beat Miss Leabriel and Mr. Mead (scr.) 7/5, 7/5.

Mrs. Fittcock and Mr. Fittcock (owes 15.2) beat Miss Hands and Mr. May (owes 3.6) 6/4, 6/4.

Mrs. Green and Mr. Green received a walk over in the first round.

All the second rounds must be concluded by the 5th of May.

## C. C. C. AT HOME.

## The Close of the Season.

There was a large attendance on Saturday at the ground of the Craigengower Cricket Club; "Happy Valley," when the club were "at home" for the presentation of prizes and trophies won by the club during the season. This last function was performed after an interesting programme of sports had been concluded by Mrs. Drow Braidwood. Among the trophies presented was one received by the Captain Mr. H. H. Taylor, the shield presented to the winning club of the League by the South China Morning Post Co., Ltd.

The results of the sports were:—

Wheelbarrow race—1. A. Rose and A. G. Sullad.

Potato and bucket race—First semi-final—1. J. V. Braga; 2. I. Chunnatt. Second semi-final—1. A. G. Sullad; 2. R. Pestonji.

Girls' race (7 to 12)—1. Miss Connie Hansen; 2. Miss S. Weill.

Ladies' nomination, ball and hat race—1. J. V. Braga (nominated by Mrs. Braidwood); 2. A. G. Sullad (nominated by Mrs. Taylor); 3. W. Allen (nominated by Mrs. Wink).

Visitors' three-legged race—1. Giffrey and Smitton; 2. A. R. Ellis and W. A. Wilson.

Children's race (under 7)—1. Miss N. Ismail; 2. Miss R. Tolan; 3. Miss Boisserot.

Ladies' nomination, combined cigarette and thread and needle race—1. R. A. Carvalho (nominated by Miss Silva); 2. A. M. Sullad (nominated by Mrs. Christmans).

Heavyweights Handicap—1. A. Foster; 2. H. Stainfield.

Tilting the Bucket—R. A. Carvalho and E. L. Braga.

## THE GOLFING CHAMPIONSHIP.

## SHIP.

The "N. C. Daily News" says:—A matter which has been discussed during the recent inter-port visit and is well worthy of consideration is a championship for the Far East. As events now stand there seems a considerable prospect of something being done in this respect, though, as Shanghai found, a fair crop of difficulties is in the way. The one year it was tried in Shanghai it did not prove a success, but that is no reason why, if held under different conditions, it should not ultimately succeed. At present the matter has not got past the stage of informal discussion, and it may be some time before definite proposals are made for consideration by the various clubs affected. It may, however, be mentioned that the present proposal is to try such an event at Hongkong.

When the subject of a championship of the Far East was discussed in 1909-10, the decision arrived at was to hold it in conjunction with and at the same time as the competition for the Shanghai Challenge Cup, and the question was the area which the championship could embrace. With the hope of entries from Japan a trial was made at Shanghai, but the only port to send men was Hongkong.

This has been the case in the inter-club competition all the time, and it was in view of the impossibility of securing entries from other places that the championship was dropped. In deciding to discontinue it the golfing authorities acted wisely, for with an only which could in no way be considered representative, the honour of being champion was a hollow one indeed. The idea that has now come up for consideration is that Hongkong may prove a more convenient spot, and by giving the championship a trial there it may be possible to secure representatives from the Straits. It would of course be an individual competition, unconnected with anything in the way of inter-club contests.

The matter has still to be put officially before the clubs interested, but here seems to be only one objection to be mentioned, and that is that if too many difficulties supervene to prevent a fair representation of talent attending, it will be no more worth the name of championship of the Far East, or whatever it may be called, than would the competition inaugurated in Shanghai. Hongkong, however, offers probably as good facilities for golfers attending as any place that can be mentioned, and it has the additional advantage in its new course at Fanling. With an arrangement to hold it at the most likely time for players getting the necessary leave, such as the Christmas holidays, it ought to stand a fair chance of success. The reports of the Fanling course are of the brightest, and in time it is said it will rank not only as the best course east of Suez, but one of the finest outside Great Britain and Ireland. It is interesting to note that in its present state the record is eighty, and is held by Mr. T. S. Forrest.

## CONCRETE COFFINS.

Among the articles for society's use which can be made from cement, as shown at the exhibition in connection with the convention of the National Association of Cement Users, are:—Cradles for babies, pipes for men, kitchen furniture for women, houses for all three, "excellent waterproof coffins," and "everlasting tombstones." At the convention's final session an address was delivered on "Concrete Coffins."

## CHINESE AFFAIRS.

## An Interesting French View.

M. d'Ollone, a distinguished French officer, who is estimated a first-rate authority about things Chinese, poses in the "Gaulois" as a most pessimistic judgment about the durability of the republican constitution of China. He reminds us that it is a palpable error to suppose a lack of changeableness as inherent in the Chinese race. As a matter of fact, China is the very scene of constant revolutions and incessant transformations. Thus it is incredible that the newly founded Chinese republic should be of any duration. The only chance for a lasting order of things the gallant officer sees in the possible success of Yuan Shih-kai—that is, in a coup d'etat by which Yuan Shih-kai would make himself Emperor and found a new dynasty of his descendants. In this case the political development of China would be brought on a more solid footing. If, however, as is by no means impossible, his ambitious plans would end with his assassination, perfect anarchy would reign in the Celestial Empire for a long time, and an intervention of the Powers might appear unavoidable. M. d'Ollone is of opinion that neither as a federative state nor as a national body politic a republic of China could have any prospect of durability, for republican institutions are incompatible with the genius of the Chinese.

However that may be, it is certainly significant that a Frenchman of republican proclivities has very little confidence in the republic recently established in the Far East.

## RECTOR'S SON.

## An Astonishing Career.

The adventurous career of a clergyman's son was disclosed in the Probate Court recently, when Sir Samuel Evans heard an application to presume the death of Edward Sydney Burrough.

Mr. J. H. Murphy said the presumed deceased was a son of the Rev. John Burrough, and was born in 1864. Apprenticed to the mercantile marine in 1884, he deserted his ship in Australia. Afterwards he was convicted of stealing. In 1885 he returned secretly to his father.

In October, 1895, he married a servant in his father's house, and she was the present applicant, having married again. He left his wife shortly after the marriage, and was subsequently sentenced for burglary at his father's rectory. In 1897 he visited his wife, and said he had been in the army as a schoolmaster. She had not seen him since.

In June, 1899, a sister had a letter from her brother, and in 1900 the wife read of a Corporal Edward Burrough being seriously wounded at Graspan, South Africa, and that the father said his son was dead. In 1901 the wife married again, and from inquiries at the War Office it appeared that Corporal Edward Burrough was still alive.

Leave was asked to presume the death as in or since June, 1899.

His Lordship granted the application.

## Hotels.

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A LA CARTE GRILL ROOM.

Hongkong, 20th April, 1911

J. H. JAGGART, Manager. [25]

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## The Hongkong Telegraph.

HONGKONG, MONDAY, APRIL 29, 1912.

### THE TITANIC INQUIRY.

The inquiry at Washington into the Titanic disaster may not be conducted on lines of which Britons wholly approve, but it is eliciting some extraordinary evidence nevertheless. There is, for instance, the fifth officer's observations as to the excitement under which Mr. Ismay laboured. They may be wholly true, but it is quite as likely that they are unconsciously exaggerated. It is only in the nature of things that the chairman of the White Star Company should show much anxiety at the threatened loss of the world's greatest liner of which he was so proud. It is just possible, too, that Lowe, the officer in question, was himself anxiously excited and that he has not been able since to rid himself of an exaggerated impression formed during those awful moments. At the time he was not aware of Mr. Ismay's identity and he was probably annoyed by what seemed interference on the part of a passenger. Consider how often one man, in the heat of an argument, angrily asks another to keep cool and believes himself unexcited, and it is easy to understand how men, in a moment of disaster, may work heroically and yet be unable to collect impressions calmly and sanely. The fifth officer may be stating what he believes to be absolute truth and may, none the less, be presenting a view almost grievously distorted.

It is difficult, again, to arrive at the truth of the allegations made by the donkey-engineman of the Californian. He deliberately accuses his captain of neglecting to take notice of rockets and says that the entire crew talked of the disregard of these signals. Against that is Captain Lord's definite denial of these allegations and his admission that he saw white rockets, but none of distress. The wireless operator, on the other hand, supports Gill, the donkey-engineman in his statement that the crew were talking about having sighted rockets and he adds that Gill expected to get \$100 from some newspaper for a rocket story when he landed. The most probable explanation of all this is that there has been a deal of tattling going on. Someone, no doubt, saw rockets—whether white or distress rockets remains to be established—and the news, losing nothing on the way, spread throughout the entire crew which would naturally discuss it. But that proves nothing material. Certainly it does not prove that any captain was negligent in rendering assistance. It is difficult to entertain an allegation so monstrous, and no reasonable man would accept it without proof complete and final and convincing beyond all shadow of dispute. It is evident that, with evidence of this kind being offered, the Committee of Inquiry is faced with a difficult task in trying to arrive at the truth. But we do not doubt that the results of its labours will be immediately useful. That seems already assured by Senator Smith's statement of opinion that the result of the inquiry would be stringent American legislation regarding the use of wireless on ships. There seems simple need for such legislation.

### DAY BY DAY.

No is not poor that bath not much but he who would have more.

Flora Leaving. H.M.S. Flora leaves this evening for Weihaiwei.

English Mail. The English Mail of March 30 was delivered in London on the 27th inst.

Opium Dross. A youth was fined \$12 or three months' at the Magistracy this morning for being in possession of 13 tael of opium dross.

Sun's State Visit. Yesterday morning Dr. Sun Yat-sen and two of his daughters paid a state visit to the Temple of the Five Hundred Genii.

Stabbed His Countryman. At the Magistracy this morning a Japanese was sentenced to six weeks' imprisonment for stabbing one of his countrymen.

Cemetery Caretaker Sentenced. The caretaker of the Mohammedan Cemetery was sentenced to six weeks' imprisonment at the Magistracy this morning for assaulting a Chinese.

Seventh Day of Hearing. The case arising out of the affairs of the Yik Loong Bank in which Mr. W. V. Drummond is engaged, reached the seventh day of hearing to-day.

Local Visitors. Among the visitors staying at the Hongkong Hotel are Madame Lloyd, whose voice is well known on the local stage, Mr. and Mrs. C. A. Stanhope, and Mr. R. A. Troy of San Francisco.

Mines Output. The Chinese Engineering and Mining Company, Limited, inform us that the total output of the company's three mines for the week ending April 13, 1912, amounted to 37,007.37 tons and the sales during the period to 37,817.23 tons.

Prepared Opium. For being in possession of one tael and one mace of prepared opium a man was fined \$55 or one month at the Magistracy this morning. He was further charged with unlawfully possessing a Winchester rifle without stock, and fined \$25 or a month.

Late Rev. C. J. Bosshardt. Sympathetic reference was made in St. John's Cathedral last night to the death of the Rev. C. J. Bosshardt of the British and Foreign Bible Society, who died suddenly on Friday evening. He was buried on Saturday.

Titanic Relief Funds. The Institute of Engineers and Shipbuilders have opened a subscription list on behalf of the Titanic relief funds. The committee have headed the list with a subscription of \$100. The list may be found in the Institute rooms.

A Remarkable Case. On the charge sheet at the Police Court this afternoon the following particulars appeared, though the case was taken in Chambers:—Marian Monteith, late of Shanghai and Scotland, aged 34, and residing at the Peak Hotel, obtaining money under false pretences within the jurisdiction of Shanghai.

Relaying Trams. The task of relaying a portion of the trams in Des Voeux Road is now nearing completion. We understand that the process of welding the rails has been abandoned and the old method of effecting a joint with plate and bolts is resorted to. The experiment in welding proved somewhat of a failure though the work of the welders was admirably carried out.

The A.D.C. in Canton. The Amateur Dramatic Club paid a visit to Canton over the week end and gave a performance of "The Gondoliers" before a crowded house. The performance was greatly appreciated and the only criticism that could be passed was that the second act was not so good as the first. The cast was practically the same as during the run of the piece in Hongkong. Sunday was spent in sight seeing and the Amateur Theatians came home either by train or boat as fancy dictated.

Admiralty Appointments. Lieut. K. H. O. Lane-Poole has been appointed to the H. M. S. Sparadite on completing, for voyage out, and to H. M. S. Minotaur on recommissioning. Lieut. C. T. Wilson, has been appointed to the latter ship for physical training duties on recommissioning.

## MY CHAI WITH DR. SUN YAT SEN.

The Loan and Mongolia.

CHINESE AND THE FOREIGNER.

(By James Tevnan.)

Did you ever look for a pin that had been dropped down a pit shaft? Well if you have any imagination at all, you will be able to gauge the difficulty of the task of finding a man in Canton even though he is, or was, the President of China. You can visit Canton four times a week for four years and Canton will still be a problem to you. The Cantonese finds his way about the city with its teeming population of two millions or more not by the names of the streets, but, apparently by instinct.

I am inclined to go into details of my experience in the City of Rams but I must hold that over in favour of the more important matter of what Dr. Sun Yat-sen said to me.

I arrived at the Yamen of the now departed ex Viceroy shortly before eight o'clock in the morning. I knew that it was likely that even a man of the importance of Dr. Sun Yat-sen had to sleep and that if he intended attending the receptions arranged in his honour, he would have to get out of bed. I also realised that if I landed at the Yamen after he had commenced his routine work of the day I would be like grit in the wheel of his progress if I attempted to interview him and that the chances were he would see me. I was right; and after presenting my card indicating that the "Hongkong Telegraph" correspondent wished to speak to him I was asked to wait until he had finished breakfast.

### The Meeting.

About half an hour later a fine looking, well groomed man in frock coat, entered the entertaining hall and, though I was not presented, I recognized the doctor immediately. He walked toward me, held out his hand, eyed me all over, and then smiled as much as to say, "Well, what am I in for now?"

"Good morning," said Doctor Sun Yat-sen.

I returned the compliment and asked, "How do you feel after the stress of the revolution?"

"I feel alright," came the answer.

"How long do you propose to stay in Canton?"

"I intend staying two months but I cannot say for certain as I never know what might turn up in the meantime."

"How did you find Canton under the changed circumstances?"

"Very well."

"Better than you expected?"

"Yes."

"And what do you think should be the first move on the part of the new Authorities?"

"I think the people are now ready to turn their attention to industrial development and should, and I believe will, be encouraged in that direction."

"Are you in favour of the adoption of Western education and ideas?"

"Yes."

"Now I am going to ask you a strange question but I hope you will answer me."

"Yes."

"Perfect Nonsense."

"Is it true, as I have heard alleged, that there has been more 'squeeze' misappropriation of public funds in contracts and other in ways, under the new regime than under the Manchu Dynasty?"

"It is perfect nonsense for anyone to say that" (with emphasis) "see perfect nonsense. To put an end to that was what the revolutionaries were fighting for."

"And the Belgian Loan?"

"Well, that, I think, can not be carried out owing to the obstruction put forward by the Four Power Group."

"And you cannot get money to meet your immediate needs?"

"We can get Chinese money."

now, from the Chinese capitalists, if we are forced by the Four Powers, we will resort to a Chinese loan. Once it is realised by the Chinese that the Government is pressed financially and that their country needs money to bring about the continuation of the march of progress, their patriotism will be immediately aroused and they will readily give up the money. We have plenty of money in China, only the machinery for collecting it is not perfect, and cannot be as perfect yet as is the case with countries whose machinery is well oiled with years of experience. China is to all intents and purposes new in comparison with the other commercial nations. We are not stopped for lack of money in China; oh no! It is a question of appealing to the people instead of foreigners. Our people are willing to forego the old custom and practice of exempting the foreigner entirely, and the closing of the door or the fencing out of foreign capital and foreign things. We (the revolutionaries) have found the people willing to accept our advice and since the revolution, everything has changed. We are prepared to accept foreign capital and develop the vast natural resources of China.

### The Reaction May Come.

If the thought obtained that our progress had been obstructed there might come along and a feeling grow up which would injure the foreigners' business and the foreigners' capital. As matters are, with the Government in the embryo we thought we could get foreign money more readily than Chinese money and we want to adopt some means of getting foreign money. But since the foreign powers want to monopolise our finance, and predominate and cause obstruction, as is the case in Peking, we shall have to adopt other methods, if it is proposed by the foreign powers to continue the present course. They stopped the pay in Peking for two weeks. Yes, they made arrangements to pay certain sums, in each week and because there was some slight trouble there the Four Powers stopped the payment. Then the Premier applied to Belgium for a loan and the Powers put in what obstruction they could and stopped the Belgian Loan. We are ready to accept money from the Four Powers if they will admit the misunderstanding. If no compromise can be brought about and the obstruction swept on one side we must resort to a Chinese Loan. When the Hankow Canton-Railway appeal was made to them they put up \$40,000,000 in a very short time.

"So you are satisfied there is plenty of money in China?"

"Yes there are plenty of latent funds in China but the means of communication in China are not so good as in foreign countries."

"How long do you think it will be before the advantages of the changed conditions will be felt by the people of the country?"

"Even now in China we feel the success of the republican spirit. This revolution was not brought about by fighting; it was brought about by the ready response of the people to republicanism."

Why Sun Resigned to Yuan.

"Did you resign the Presidency to Yuan Shih-kai?"

"Yes."

"Was it a personal consideration or favour, or was it that you thought the change would be to the advantage of your nation?"

"Both. Because he had been working for the movement of republicanism for a very long time."

"Has he been abroad, and is he conversant with ideas, principles and modes of procedure adopted in the West?"

"He has not been abroad but he has studied the conditions prevailing there and his assistants are men who are foreign students."

"Has he many assistants who have been in England and America who are aware of what obtains in those countries?"

"Is it true that the Governor General here gave up his post the other day?"

"Yes and Wu Hon-mian was elected yesterday by the Assembly in his place. The latter was formerly Governor before Chuan Kwang-ming and I took him to Nanking as my private secretary."

"Do you think he will be popular?"

"I think he will be popular in Canton."

"What was Chuan Kwang-ming's idea for resigning?"

"He deemed that he had done his duty and wanted someone else to carry on the work."

Referring once more to the Four Power Loan, Dr. Sun Yat-sen said:—"If the Four Powers obstruct our progress by taking advantage of our present financial weakness the spirit of indignation will arouse many people and there will be a ready response to our call and I am confident the needs of the Government will be met."

Immediately the Chinese become convinced that the foreigners are obstructing China they will immediately stop in and rectify matters."

Concerning Mongolia.

"How about this trouble in Mongolia?"

"We do not expect any considerable trouble in Mongolia or on the Mongolian question, and I think the matter will soon be settled."

"What do you suggest should be done with Mongolia?"

"I suggest we should make Mongolia into provinces, the same as obtains in China. Inner Mongolia has wholeheartedly joined the Republic but outer Mongolia has yet to realise the change."

As soon as they understand they will certainly come along with China. They are not educated enough to understand the question and this can only be brought about by enlightenment."

"How were you received by the people of Canton?"

"The people have received me very enthusiastically."

"I suppose for the next few weeks you will be surfeited with dinners and receptions and other tokens of appreciation?"

"Well there are certainly many being arranged for me and I have already attended a few."

"Where do you go to-day at noon?"

"I have noticed many preparations in town."

Doctor Sun Yat-sen smiled as he answered "I attend Wu Lun Tse at a reception given by the Governor at twelve o'clock."

"Any national functions?"

"Yes the Commemoration of So Kin Ye, who was murdered in the Boxer Rising of 1900. He intended to spread the revolutionary spirit and he was executed."

Dr. Sun Yat-sen then gave me an autographed photo and we discussed English politics for a few minutes. A warm handshake concluded an interesting half hour chat, the ex-President saying that he hoped we should have other opportunities of meeting.

In this I readily concurred.

### THE WAY OF THE WEST.

#### Chinese Funeral.

At noon to-day there was to be seen, passing along Queen's Road a Chinese funeral procession, the coffin was of the usual Chinese type save only that it was painted or enamelled black, in this it resembled our own receptacle for the remains of the dead. Yet another unusual feature was to be observed in the addition of a number of wreaths of beautiful flowers, with which the coffin was covered, some on the top, the rest hanging from the sides and ends. In all other respects the cortege was essentially Chinese. Is this an innovation due to the Republican spirit which now pervades the Chinese breast?

### COMPANY MEETING.

Hongkong, Whampoa and Dock Co., Ltd.

An extraordinary general meeting of the Hongkong and Whampoa Dock Co., Ltd., was held at noon to-day at the offices of the company, when the Hon. Mr. C. H. Ross presided. There were also present:—Sir C. P. Chater, Messrs. F. Lieb, G. Frieland, G. H. Medhurst, H. P. White, H. A. Sieb, D. W. Craddock, directors, Hon. Mr. E. Osborne, Messrs. W. Dunbar, J. W. Graham, E. D. Gaskell, Ho In, Ho Kow-tong, Lo Cheung-shin, H. W. Looker, J. Mannors, A. H. Ough, Wong Chung-ho, Wong Kwok-hong, R. M. Dyer, chief manager and W. Jollie, secretary.

The secretary having read the notice convening the meeting the chairman said:—

Gentlemen:—The secretary has just read to you the object for which this meeting has been called, and the proposals which are to be submitted for your approval.

In connection with these proposals, I have to remind you that they are the direct result of a very strong recommendation put forward by a shareholder at our last general meeting, which recommendation your board of directors then undertook to carefully consider.

Well, gentlemen, the matter has been very carefully considered by the directors, and in view of the very keen competition which we have now-a-days to meet not only locally but from other ports, they are unanimously of opinion that no good purpose is served by the holding of half yearly meetings and by the presentation and publishing of half yearly accounts. It is proposed therefore to discontinue these and in future to hold only yearly meetings, and you are therefore asked to-day to formally sanction the necessary change in our articles of association, which if approved by you to-day will be submitted in the usual manner for confirmation at a subsequent meeting to be held in two weeks' time. You will understand of course that the proposed changes will not interfere in any way with the declaration of interim dividends.

Gentlemen, I beg to propose "That the Articles of Association be altered in manner following:—

1. That the following article be inserted after Article 32 namely:—"Scrip fees 32s. A fee not exceeding \$1 may be charged for every new certificate issued whether consequent on a transfer or on the splitting up of an existing certificate and shall if required by the directors be paid before the issue of the new certificate."

2. That the first three and a half lines of Article 40 ending with the word "Company" be struck out and the following words substituted therefor:—"A general meeting shall be held in every year at such time and place as the Directors may determine. Such meeting shall be called the 'Ordinary Yearly Meeting.'"

3. That the following words be struck out of the following article:—

(a) The words "and an ordinary half yearly meeting" out of line 1 of article 52;

(b) The words "or half yearly" out of the line 4 of Article 52;

(c) The last word of line 8 and the first word of line 9 of Article 52;

(d) The words "and also at every ordinary half yearly meeting" in line 1 of Article 107;

(e) The word "half" in the line 1 of Article 110;

4. That the words "the Directors" shall be struck out of line 2 of Article No. 111 and the following words substituted therefor:—"the Company in General Meeting except that the remuneration of any auditors appointed to fill any casual vacancy may be fixed by the Directors."

Sir C. P. Chater seconded the motion was carried unanimously.

That concluded the business of the meeting.







## HONGKONG LAW SOCIETY.

Mr. H. L. Denny's Interesting Reminiscences.

The Annual Meeting of the Incorporated Law Society of Hongkong was held at the Courts of Justice on Friday, April 26 at 5 p.m. Mr. H. L. Denny, Senior, the President of the Society, taking the Chair. There was also present Mr. C. D. Wilkinson, Mr. H. J. Gedge, Mr. J. Scott Harston and Mr. H. W. Looker (Members of the Committee) and Mr. W. E. L. Shenton (Hon. Secretary) and several other members of the profession.

The Annual Report was laid before the Meeting and the accounts for the year 1911 were passed and confirmed.

Mr. H. L. Denny, Senior, then delivered a farewell address to the members present, in which he said:

"As this is the last opportunity I shall have in Hongkong of addressing my fellow-practitioners I should like to say a few words with reference to the extremely flattering remarks made with reference to myself by my fellow-members of the Committee. It would be only a trite observation to say that they are far in excess of my deserts, but as evidencing the kindly feeling that has existed between the members of the Committee since they honoured me by electing me their president, I attach great value to these remarks, coming as they do from members of the legal profession with whom I have been intimately associated for so many years and at a time when I am in all human probability severing my connection with this Colony of which I have for so many years been a resident.

Hongkong in 1868.

"I do not wish to weary you, gentlemen, but perhaps you will make allowances for me if I very shortly refer to when I first arrived in Hongkong in the year 1868. I may go a little further back than that and tell you that I did not arrive in 21 days as it is I suppose possible to do now. I took exactly 159 days from the time I sailed from the East India Dock until I arrived in the harbour here and on my way out sighted St. Paul's Island in the Southern India Ocean and afterwards the North West Cape of Australia.

"On my arrival to join the office of Mr. Gaskell I found there were four solicitors practising in the Colony—Mr. Gaskell, who died a few days after my arrival—Mr. Hazelland, who was also Crown Solicitor, Mr. E. Sharp and Mr. H. C. Caldwell. Mr. Gaskell's office was in Club Chambers at the corner of D'Aguiar Street and Wellington Street next door to the Chambers of Mr. J. C. White and Mr. H. E. Pollard, Q.C. Messrs. Caldwell and Sharp had their offices in the Queen's Road and Mr. Hazelland had his office in the old Supreme Court opposite the Hongkong Club.

"The Governor at the time was Sir Richard Macdonnell, the Colonial Secretary Mr. J. G. Gardner Austin and Messrs. C. May and E. W. Goodlake were the Magistrates with Mr. William Quinn, Captain Superintendent of Police.

"The Chief Justice was the Hon. John Smale, afterwards Sir John Smale, and the Attorney General was the Hon. Julian Pauncefoot, afterwards Lord Pauncefoot and Ambassador to the United States.

"The Hon. H. J. Ball was Judge of the Court of Summary Jurisdiction and Mr. H. J. Holmes was his clerk. The Registrar was Mr. Alexander.

"The City Hall was being built and was opened by the Duke of Edinburgh in the following year when he visited Hongkong in the Galathea.

"I landed at the Bank Wharf at the bottom of Pottinger Street, the Oriental Bank then being to the West of Pottinger Street on the Queen's Road and at the time there were practically no Chinese shops between the old Central Market and Murray Barracks.

"That matters were not quite so strenuous as they are now may I think be gathered from the returns of the Supreme Court for 1868 from which it would appear that there were four cases at

Common Law tried, or partly tried in that year 1 case in Chancery, 6 Bankruptcies, 3 Appeals and 5 Admiralty cases.

"An advertisement as to the French Mail which was then known as the Messageries Impériales which appeared in the Government Gazette the day I landed shews too that commercial business was not then conducted as it is now; it reads as follows:—(Either the Imperatrice or the Tigre will be despatched with Mails for Marseilles between the 1st and 8th January 1869; the exact time will be notified hereafter).

Chinese Flag First Recognised.

"We have heard and seen so much lately of the Chinese Republic flag that it may interest some of you to know that the first time a Chinese national flag was recognised was in 1868 when it was described by Admiral Keppel as 'three cornered, yellow ground, upon which a dragon will be designed, with the head towards the upper part of the flag, and will vary in dimensions, according to the size of the vessel by which it is worn'. In 1869 the triangular flag was replaced by the square dragon flag and this has now been replaced by the Five barred flag of the Republic of China.

"Gentlemen, I must not keep you longer but when I say that when I arrived there was as far as my recollection goes no European built houses at Kowloon, with the exception of the Naval Yard Depot and that with the exception of the signalman's house and a Government Sanatorium at the Peak there were no houses there you can understand that I have here seen very many changes here in addition to the large reclamations from the sea and that the Hongkong of to-day is by no means the same place as that at which I arrived I just after leaving School in England and before the Suez Canal was completed and telegraphic cable communication established. Upon the 26th December 1868 there were ninety foreign vessels stated by the 'China Mail' as at Anchor in the Harbour—of these eight were steamers aggregating 7,800 tons and eighty-two were sailing ships with a tonnage of 38,747 tons. The dollar was then quoted at six months sight at 4.43-8 while in July 1869 it was at six months sight 4.63-4.

Farewell.

"I will not weary you further with reminiscences and will now only bid you all farewell adding a sincere hope that before long Hongkong will fully recover from the serious depression it has suffered in consequence of the political upheaval in China and wishing every success to the Incorporated Law Society of Hongkong."

"At the conclusion of the meeting Mr. C. D. Wilkinson on behalf of a large number of the members of the Society presented Mr. H. L. Denny Senior with a handsome Silver Salver in recognition of his services as President of the Society and as a mark of their esteem and regard for him personally. Mr. Denny said that much as he valued the gift itself, he valued far more the thought which inspired it and the very kind remarks which had been made concerning him, the remembrances of which would cheer him for the remainder of his days.

## IN MAN'S ATTIRE.

Although Dr. Mary E. Walker, who is ill in New York, is best known as a woman who has worn men's attire for fifty years, she is remembered by soldiers of the Civil War as a nurse who was not afraid to give orders. When Gen. Burnside moved out of Warrenton he gave Dr. Walker credentials that permitted her to command supplies and rations for the sick and wounded. Soon afterwards she was broken down by illness and was ordered back to Washington. A train was loaded, but did not move for half an hour, and Dr. Walker asked the engineer why he did not pull out.

"I have no orders," said he. "Then I will give you orders," said Dr. Walker; "start at once for Washington. Oh, yes, I have authority from Gen. Burnside," and she waved her letter in the engineer's face.

Her orders were obeyed. She acted as conductor during the journey, and also nursed the sick.

## HONGKONG VOLUNTEER RESERVES.

The following are the results of the last and final Cup Shoot held at King's Park Range 600 yards on Saturday, the 27th and Sunday, the 28th instant:—

A. Class.  
A. Calvert..... 33 Sc. 33  
R. E. O. Bird..... 29 2 31  
A. Watson..... 28 1 29  
J. Simpson..... 25 1 26  
T. Grimshaw..... 25 Sc. 25  
A. T. Walker..... 23 Sc. 23  
F. Dean..... 20 2 22

B. Class.

H. J. Knight..... 22 4 20

Cup Winners.

A. Class—A. Calvert..... 35

200 yards..... 33

500 yards..... 33

600 yards..... 33

101

B. Class—G. H. May..... 31

200 yards..... 35

500 yards..... 31

600 yards..... 34

100

DELUSION ABOUT

JIU-JITSU

No Fatal Kidney Blow in This Art.

Before putting W. E. D. Stokes

of New York on the table for an

operation on his kidneys his sur-

geons have before them a psy-

chological task which is quite as

important as anything they can

do with their instruments. Mr.

Stokes has returned from the

tropics within a few days to make

ready for the surgeons, and is

still oppressed and deluded with

the belief that he is a doomed

man because of a jiu-jitsu attack

on him by Japanese the night he

was shot in Lillian Graham's

apartment.

Whatever the danger from

kidney blows they are not part of

the jiu-jitsu game, among whose

strongest points is the strangle-

hold on the neck. In the few

years since jiu-jitsu has excited

foreign curiosity several profes-

sional athletes from Europe and

America have gone to Japan to

learn it, and it has been taught

by Japanese experts in London.

All the reports made by the

visitors testify to its merits, but

none mentions kidney blows as a

means of disabling an opponent.

One of them tells the ex-

periences of William Lucifer, who

went from London to Yokohama

to give the method a thorough test

under the best Japanese instruc-

tion. Lucifer is a giant in stature

and strength. At the first les-

son, when the diminutive

Hagiwara, a lightweight even for

a Japanese, stood before him,

Lucifer laughingly lifted him

from the floor and playfully toss-

ed him from arm to arm like a

boy with a ball. Hagiwara sud-

denly fastened himself on Luci-

fer's neck, in front and behind.

The giant put forth all his

strength to break the hold, but his

wind soon failed him and he gave

up.

Next Lucifer tried the "nole-

jime," as the struggle hold is

known, on the teacher, who quick-

ly squirmed his way out of it

without showing the first sign of

the loss of wind. At a second

grip Lucifer lifted Hagiwara and

shook him from side to side as a

dog shakes a rat. Hagiwara

was amazed at the strength

that could handle him thus

way, but he came through the

test mulling and with his breath

still cool. He had been trained

to having a vice grip his neck

and knew how to resist it.

In proof of the ability that

training had given him to with-

stand this most dangerous form

of attack Hagiwara placed a

pointed stick against his wind-

pipe and let Lucifer push it with

all his strength. The Japanese

smiled through this test, which

did not seem at all to affect his

strength. When the stick was

pressed in turn against Lucifer's

windpipe he could not endure it

half a minute. He said in his

report that Sandow would be

unable to hold his own for five

minutes in a tussle with a master

of jiu-jitsu like Hagiwara.

The struggle held was the

thing especially taught Lucifer

in his lessons. Hagiwara never

once struck him over the kidneys,

## THE DUSUN OF BORNEO.

A Man Who Knows Not Poverty.

It is a little surprising that, though British North Borneo is but a few days' journey from here, next to nothing seems to be known in Hongkong about the inhabitants of that interesting province; the prevailing idea being that the country is devoted solely to the rubber industry, and that it is peopled by Dyaks and Malays.

It is true that, down the vast coast, there are some fifteen rubber estates, but the question of the population is another matter. There are about 200,000 people in the country, of whom scarcely 100 are Dyaks (emigrants from Sarawak) and 25,000 are Bajaus, of Malay origin.

Well nigh half the entire population is Dusun—a word which signifies 'agricultural or non-maritime folk.' Probably the origin of the little men will never be known; they may or may not be aborigines; they may or may not be a Chinese offshoot. The average Dusun is shorter and more thick-set than the Chinese man, and, in feature and colour, more resembles the Filipino than any other type, but his language is peculiarly his own—a language of many inflections, of an enormous vocabulary, and one which the best European linguist could only master by two years of hard work. I may add that it is subdivided into four or five dialects. Happily most of the Dusuns who come in contact with the white man understand Malay, for I have never heard of a European, save the mission-priests, who knew more than a few sentences of any one of the native dialects.

Virtues and Vices.

The Dusun is certainly low in the scale of civilisation, though it would scarcely be fair to dub him "degraded," he is simple, honest, moral and truthful; frank, lazy, and invincibly stupid; timid, superstitious and essentially peaceable; has but little sense of humour and still less of gratitude. All his life long he is the slave of *adat*, or tribal custom; *adat* is his one excuse for, and explanation of, his every thought word and deed, and one or two of his *adats* are "uncommon beastly." Of poverty he knows not the meaning, and he is not infrequently a man of much substance; his wealth consisting in brass gongs and gongs, *tajans* (large earthen pots used as household ornaments and sometimes as coffins), buffaloes, pigs and padi.

In point of dress, these good souls differ from the majority of savages, for with them it is the woman and not the man—who loves finery. The man is content with a pair of Chinese trousers and a vest, or even with merely a waist-cloth; but his wife, especially in her holiday garb, is rather a swell, though she never affects any colour but black; dark blue or violet, the material of which is cotton, or velvet obtained from Chinese traders in exchange for rice, tobacco or jungle produce. The lady's garments never vary in shape, and they consist of a short petticoat, a cowl-like hood, and a short, tight-fitting jacket, sometimes laced and buttoned with silver; while round her naked waist, she wears hundreds of brass rings threaded on rotan-strips, and very often a girdle made of silver dollars linked together.

Not a Head-hunter.

The Dusun is not, as many say, he has rarely been a head-hunter (preferring to leave the cheerful occupation to the more warlike Mount), and he never goes *amok*, as does the Dyak occasionally and the Malay all too often. Tribal custom allows him divorce and re-marriage if his wife is barren or—which seldom or never happens—unfaithful. But the case must first be well sifted by a kampong conference, a body which has no little power, and which settles all local grievances in accordance with its interpretation of the eternal *adat*.

The Dusuns also differ from most

savages in that the women have

equal rights with the men. True,

wife-beating is now and then

regarded as a permissible and

healthful recreation, but at all

religious ceremonies, births,

marriages, deaths, burials, and

padi-plantings and harvestings,

as well as at the tribal meetings,

the women have even more voice

than the men—possibly because

her husband seizes an early

opportunity, at these various

functions, of rendering himself

incapable of asserting his rights

by means of liberal potations of

arak.

Religion with the Dusuns is a

mere matter of obeying guidance

that comes to them in dreams,

of propitiating some nameless

deity—or devil—with oblations of

rice and boiled pork, and of driv-

ing off *hantus*, or ghosts, by

means of tireless banging of

gongs and drums. A very con-

siderable proportion of the people

has, however, become converted

to Catholicism. It should be

added that many of the women

undoubtedly possess the gift of

"second sight" or clairvoyance.

Perhaps the worst trait in the

racial character is the want of

natural affection between parent

and child. Even the nursing is

kept quiet by being gagged with

a ball of rice or raw cotton, and

if it dies—it dies; and sons and

daughters never dream of allegi-

ance, loyalty or duty towards

their parents. Indeed the only

time that family feeling really

asserts itself is over the exercise

of a form of vendetta, for *adat*

demands that the relatives of a

murdered person shall put an

end to the slayer—usually by

means of poison.

H. W. G. Hyatt.

## NEW STEEL MOTOR BOAT.

Order Placed with Bailey's Yard.

We are informed that the Asiatic Petroleum Co. have placed with Messrs. W. S. Bailey & Co., Kowloon, an order for a new twin screw steel motor house boat for service at Haiphong.

The new motor boat will be 61ft. over all, 12ft. 6in. beam, and is designed by the builders to attain a speed of 10 miles an hour or a draft of 2ft. 6in. An upper deck is to be provided with wheel house and canvas awning and the accommodation of the vessel will consist of European cabins with beds, drawers, lockers, pantry and lavatories; crew's space and galley. The motors will be a twin set of Kelvin Heavy Commercial type of 30 to 40 horse power, to start on benzine and run on kerosene, low tension magneto ignition, governor and water cooled silencer.

Messrs. Bailey have just shipped to Vancouver, per *s.s. Bolero*, two motor boats of 28ft. two of 25ft. and one of 40ft. in length and have, nearing completion, two vessels of 30ft., one of 50ft. and one of 45ft. in length, all nine vessels being to the order of Mr. James B. Wood of Vancouver, for whom they built the cruiser *Orion* last year and who personally supervises the work. The 40 ft. boat is fitted with a Loew-victor 40 horse power engine, the 45 footer with a Canadian Fairbanks Heavy Duty 20 horse power engine and the 60 ft. boat with Twin Eastern Standard 50 horse power and twin atlas engines of 40 horse power respectively.

All these vessels are of the cabin cruiser type, with deep cast iron keels to give stability and steadiness at sea. They are fitted with crews quarters, saloon, state rooms, lavatory, pantry, library and bath room. The hulls are of selected tank, brass and copper fastened, all deck fittings of polished brass and the interiors of Philippine mahogany, the workmanship throughout being of the very highest class.

In addition to eight smaller

boats, the firm have this year

turned out the 35 footer *Elva* for

Mr. R. Timmercheidt, the 27

footer *Imp.* for Capt. C. A. James,the 25 footer *White Rose* for W.

W. Kuley and two 100 horse

power boats for the United States

Government which left for Manila

last week under their own power.

DON'T FORGET.

To-day

The Bijou Theatre, 9.15 p.m.

The Grand Raymond at the

Theatre Royal, 8 p.m.

and Tuesday, April 30th

Extraordinary General Meeting

of the Hongkong and Shanghai

Shipping and Trading Co., Ltd., 11

p.m.

## BUTTER. BUTTER.

We are pleased to announce that the selling

prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND 80 cts per lb.

"DAIRYMAID" " 75 " "

"BUTTERCUP" " 70 " "

PASTRY " 65 " "

THE DAIRY FARM CO., LD.

## GARNER QUELCH &amp; CO.

WINE MERCHANTS.

DES VOEUX ROAD.

TELEPHONE 636.

Supply the highest quality Wines, Spirits, Cigars

and Cigarettes obtainable, consistent with price. All

Wines and Spirits bottled in Europe by Shippers of

world wide reputation.

Hongkong, 15th January, 1912.

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## ASAHI BEER SAPPORO BEER

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BEER

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## Shipping

CANADIAN PACIFIC RAILWAY  
COMPANY'S.  
ROYAL MAIL STEAMSHIP LINE.  
"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"E. of Japan" ... Satur. May 11  
"Monteagle" ... June 1  
"E. of Ireland" ... Fri., May 17  
"Allan Line" ... June 7  
"E. of Britain" ... June 28.

All steamers leave Hongkong at 6 p.m.

To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to:  
D. W. Craddock, General Traffic Agent,  
Corner Pedder Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On  
TIENSIN via SWATOW CHEONGSHING Tuesday, 30th April, Noon.  
MOJI & KOBE KUMSANG Tuesday, 30th April, Noon.  
SHANGHAI WAISHING Tuesday, 30th April, Noon.  
SINGAPORE, PENANG & CALCUTTA HOPSANG Saturday, 4th May, Noon.  
MANILA YUENSANG Saturday, 4th May, 2 p.m.  
SHANGHAI CHOYANG Sunday, 5th May, 11 a.m.  
MANILA LOONGSANG Saturday, 11th May, 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kut-ang," "Namang" and "Fookwang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tientsin, via Chingwang.

Taking Cargo on Through Bills of Lading to Kaitum, Lahad, Datu, Simpang, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.  
Telephone No. 215.  
Hongkong, 27th April, 1912.

"SHIRE" LINE OF  
STEAMERS, LD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

For Steamship DATE OF DEPARTURE.  
LONDON ROTTERDAM & ANTWERP FLINTSHIRE About 19th May.  
SHANGHAI, KOBE & YOKOHAMA MONMOUTHSHIRE 1st June.  
LONDON & ANTWERP DENBIGHSHIRE 15th June.  
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LD.,  
AGENTS.

Hongkong, 26th April, 1912.

HONGKONG, CANTON, MACAO,  
AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
AND THE CHINA NAVIGATION CO., LTD.,  
HONGKONG-CANTON LINE.  
HONGKONG TO CANTON CANTON TO HONGKONG  
MONDAY, 29th APRIL.  
10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."  
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

## HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days, at 8 a.m. & 2 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sunday, at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 5th MAY.

The Company's Steamship.

"SUI AN."

will depart from the Company's WING LOK WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., &amp; Fri., at 9 p.m. Departures from Canton to Macao on Tues., Thurs., &amp; Sat., at 4.30 p.m.

## JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 938 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 4 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior cabin accommodation and are fitted throughout with electric light and fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT  
COMPANY, LIMITED,  
HOTEL MANSIONS (FIRST FLOOR),  
Opposite C. & S. Bank.

## Shipping

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination.	Steamers.	Sailing Dates.
MARSHALL IS., LONDON & ANT- WERP VIA SINGA- PORE, PENANG, COLOMBO, SUEZ & PORT SAID VICTORIA, B.O., & SEATTLE VIA SHANGHAI, MOJI, Kobe, Yokohama, Osaka, Shimizu & Yokohama	HITACHI MARU, Capt. T. Yamawaki, T. 7,000 MIYASAKI MARU, Capt. T. Mura, T. 9,000	WEDNESDAY, 8th May, at Daylight. WEDNESDAY, 22nd May, at Daylight.
SYDNEY & MEL- BOURNE, via MANILA, TAU- TAG, ISLAND, TOWNSVILLE and BRISBANE	SADO MARU, Capt. K. Asakawa, T. 7,000 SINABA MARU, Capt. S. Iwama, T. 7,000	TUESDAY, 7th May, at Noon. TUESDAY, 21st May, at 4 p.m.
SHANGHAI, MOJI & KOBE	YAWATA MARU, Capt. Sato, T. 5,000 NIKKO MARU, Capt. Yagi, T. 6,000	FRIDAY, 10th May, at Noon. FRIDAY, 7th June, at Noon
Kobe & YOKO- HAMA	"BOMBAY MARU," Capt. T. Noguchi, T. 5,000 "COLOMBO MARU," Capt. Y. Kamashita, T. 5,000 "IVO MARU," Capt. R. Takeda, T. 7,000 "HIRANO MARU," Capt. H. Fraser, T. 9,000	WEDNESDAY, 8th May. WEDNESDAY, 22nd May. THURSDAY, 9th May. SATURDAY, 23rd May.
BOMBAY via SINGA- PORE and COLOMBO	"HAKATA MARU," Capt. Y. Nomura, T. 7,000 "KAWACHI MARU," Capt. A. Christensen, T. 7,000	MONDAY, 13th May. MONDAY, 27th May.
N'SAKI, KOBE & YOKO- HAMA	"NIKKO MARU," Capt. M. Yagi, T. 6,000 "INABA MARU" will connect at Kobe with new steamer, "S.S. YOKOHAMA MARU," which will sail from Kobe for Seattle on or about 1st June, calling at Keelung.	WEDNESDAY, 8th May, at Noon.

## CALCUTTA LINE.

SINGAPORE, PE- NANG, RAN- GOON & CAL- CUTTA	"TOTOMI MARU," Capt. A. Mocker, T. 4,000 "ICEYLON MARU," Capt. Y. Tazawa, T. 6,000	SATURDAY, 4th May 4th. SATURDAY, 18th May.
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† Cargo only.  
‡ Fitted with new system of wireless telegraphy.  
\* Shanghai and Moji may be omitted without notice.

## 1912 PASSENGER SEASON 1912

Steamer	Tons	Captain	From Hongkong
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Mura	May 22nd.
KITANO MARU	9,000	F. E. Cope	June 5th.
ITO MARU	7,000	R. Takeda	June 19th.
SADO MARU	7,000	K. Asakawa	May 7th.
INABA MARU	7,000	S. Tomimaga	May 21st.
KAMAKURA MARU	7,000	K. Sroka	June 4th.
TAMBA MARU	7,000	S. Wada	June 18th.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

T. KUSUMOTO,  
Manager.CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	STEAMERS.	To Sail.
MANILA, CEBU & ILOILO	"TAMING" .....	30th April, 4 p.m.
SWATOW, AMOY, NINGPO & SHANGHAI	"HUNAN" .....	1st May, 4 p.m.
HA PHONG	"SUNGKIANG" .....	1st " 9 a.m.
WEI-HAI-WEI, CHEFOO and TIENTSIN	"KUEICHOW" .....	2nd " 4 p.m.
SHANGHAI	"CHENAN" .....	2nd " 4 p.m.
SHANGHAI	"LINAN" .....	4th " 4 p.m.

DIRECT SAILING TO WEST RIVER, TWICE WEEKLY

S.S. "LINTAN" and S.S. "SANUI."

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANI A. THURSDAY  
ISLAND, COOKTOWN,  
O'IRNS, TOWNSVILLE,  
BRISBANE, SYDNEY &  
MELBOURNE.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Two "cru" steamers "Teon" and "Taming," saloon accommodation and ships; electric fans fitted; extra state-rooms on deck. All Saloon accommodation of a "Ballroom" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anker, Clever, Lion, Olaf), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to BUTTERFIELD &amp; SWIRE.

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## Shipping

HAMBURG-AMERIKA  
LINIE.IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
TO

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Rotterdam, Hamburg & Antwerp:
S.S. ANDALUSIA... 1st May.	S.S. O. J. D. AHLERS ... 4th May.
" BAYERN ... 6th May.	For Marseilles, Havre & Hamburg:
" ALBESIA ... 24th May.	S.S. SAOHSSEN ... 5th May.
" SEGOVIA ... 4th June.	For Havre, Bremen & Hamburg:
	S.S. O. F. LAEISZ ... 12th May.
	For Marseilles, Havre & Hamburg:
	S.S. STIONIA ... 30th May.
	For Rotterdam, Hamburg & Antwerp:
	S.S. ARGADIA ... 27th May.

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

HONGKONG—  
PHILIPPINES.PHILIPPINES  
STEAMSHIP CO

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI .....	4000	S. A. Crosby.	Manila, Mangarin, Iloilo and Cebu.	WEDNESDAY, 1st May, 4 p.m.
ZAFIRO ...	4000	M. C. Smith.	Manila, Mangarin, Iloilo and Cebu.	FRIDAY, 10th May, 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS

Hongkong 26th April, 1912.

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjibodas ...	SHANGHAI	...	JAVA	2nd half April
Tjiluwong ...	JAPAN	2nd half April	JAVA	2nd half April
Tjilatjap ...	SHANGHAI	2nd half April	JAVA	1st half May
Tjimahi ...	JAVA	2nd half April	SHANGHAI	1st half May
Tjimanook ...	JAPAN	1st half May	JAVA	1st half May
Tjipanas ...	JAVA	1st half May	JAPAN	1st half May
Tjikini ...	JAVA	1st half May	SHANGHAI	2nd half May
Tjitaroom ...	JAVA	2nd half May	JAPAN	2nd half May

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo on all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375

York Building.

## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.  
PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru" ...	21,000	W. W. Gross	May 7th, Noon.
S.S. "Nippon Maru" ...	11,000	A. G. Stevens	May 28th, Noon.
S.S. "Tenyo Maru" ...	21,000	E. Bent	June 4th, Noon.
S.S. "Shinyo Maru" ...	21,000	H. S. Smith	June 26th, Noon.

† These steamers are equipped with Turbine Engines and Triple Screws. All steamers carry Japanese Government wireless telegraph and post office. The triple screw steamer "Chiyo Maru" will be despatched for San Francisco via KERLUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA & HONOLULU on TUESDAY, the 7th May, at Noon.

The steamer "Nippon Maru" will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday, 28th May, at Noon.

## SOUTH AMERICAN LINE

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
Hongkong Maru ...	11,000	Friday, June 7, Noon
Kiyo Maru ...	17,500	Saturday, Aug. 6, Noon
Buyo Maru ...	10,500	Friday, October 4, Noon

For Further Particulars as to Passage &amp; Freight, apply to K. MATSUDA, Agent.

(KING'S BUILDING Opposite Blake Pier)

THOS. COOK & SON,  
Tourist, Steamship and Forwarding Agents,  
Bankers, &c.

Head Office for the Far East:—15, DES VŒUX ROAD, HONGKONG

SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP

LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and

CASHED.

FOREIGN MONIES exchanged.

15) \* \* \* \* \*

## LOG BOOK.

A Stormy Voyage.

The N. Y. K. steamer Sado-maru arrived at Yokohama recently from Seattle, three days behind schedule time. She experienced very heavy weather, her decks being damaged, especially on the starboard side. The dining saloon was at one time flooded to a depth of five feet. The "Japan Gazette" states that the steamer had on board about 30 passengers, including Mr. T. Iyemaga, Japanese Professor at Chicago University; also 6,000 tons of cargo, some of which has been damaged by sea water. Captain Tipple, Lloyd's Surveyor, proceeded on board the steamer to investigate the damage to the hull and cargo.

## The Deaths of Seamen.

A return of the deaths of seamen and fishermen reported to the Board of Trade in the year ended June 30, and the deaths of fishermen belonging to all fishing vessels registered in the United Kingdom has been issued as a Blue-book.

Of the 234,148 seamen (excluding fishermen) employed in 1910 163,303 were British, 43,004 lascars, and 27,841 foreigners. The total number of seamen whose deaths were reported in the year under review was 2,204, or 1 in 108, as against 2,095, or 1 in 112, in 1909-10. In 1901-2 the number was 5,650, or 1 in 82. The number of deaths by injury (accidental or otherwise) in 1910-11 was 1,233, or 1 in 190, as compared with 1,223, or 1 in 192, in 1909-10, and 1,000, or 1 in 130, in 1901-2. Nine hundred and seventy-one of the deaths, or 1 in 241, occurred from disease, as compared with 872, or 1 in 269, in 1909-10, and 1,050, or 1 in 208 in 1901-2. Of the deaths by injury (accidental or otherwise) the number amongst the crews of sailing vessels was 234, or 1 in 75, the number in 1909-10 being 225, or 1 in 80, and in 1901-2, 220, or 1 in 70. Amongst the crews of steamers the number was 999, or 1 in 217, as against 998, or 1 in 215, in 1909-10 and 1,077, or 1 in 168, in 1901-2.

The death-rates in sailing ships and steamers are less dissimilar in respect of loss of life by disease than by injury (accidental or otherwise), the loss from disease in sailing vessels and steamers respectively being 1 in 231 and 1 in 236. The percentage in 1909-10 was 1 in 348 and 1 in 204 respectively, and in 1901-2 in 108 and 1 in 210. The loss by disease for both sailing and steam vessels in 1910-11 was 1 in 241, and in 1909-10 1 in 269. Of the total number of seamen who lost their lives by injury (accidental or otherwise) 813 were British, 206 lascars, and 200 foreigners, whilst of those who died from disease 491 were British, 223 lascars, and 157 foreigners.

Altogether 217 fishermen lost their lives, of whom 193 met their deaths from injury and 24 died of disease. The total death-rate was 1 in 221.

## RAGGED THE CRITIC.

Annoyed at a criticism of their Rugby football team in a local newspaper, students of the Aberystwyth College "ragged" the critic. At the close of the morning lectures they seized him and marched him to the castle ruins. There he was bound. On his head was poured a can of syrup. Confetti were flung at him from all sides until he appeared like a kaleidoscope. In this condition he was borne on a truck through the streets and along the Marine Promenade, where he was ultimately released. The "ragged" student denied writing the criticism.







## FAR EASTERN NAVAL SQUADRONS.

BRITISH.					Commander		Reported at	
Name	Class	Tons	Guns	I.H.P.				
Auricity	Despatch-boat	1,700	4	2,000	Comdr. A. Lowndes	Hongkong		
Astron	2nd class cruiser	4,360	10	7,000	Captain E. B. Kiddle	Shanghai		
Atlas	Admiralty tug	615	—	1,400		Hongkong		
Bramble	Gunboat	710	—	900	Com. B. G. Washington	Kiukiang		
Bitomart	Gunboat	710	—	900	Lt.-Com. J. M. Barker	Hankow		
Cadmus	British sloop	1,070	—	1,400	Capt. H. Lynes	Hankow		
Cambrian	2nd class cruiser	4,360	10	7,000	Capt. J. E. Drummond	Hongkong		
Cherub	Water tank and tug	390	—	340	Master W. Smith	Hongkong		
Chio	British sloop	1,970	—	1,400	Comdr. H. R. Voale	Canton		
Fano	Torpedo-boat destroyer	340	6	5,700	Lt.-Com. H. S. Monroe	Hongkong		
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.	Shanghai		
Hardy	Torpedo-boat destroyer	295	6	4,000	Lt.-Com. R. R. Rosman	West River		
Junus	Torpedo-boat destroyer	320	6	3,900	Lt.-Comdr. Maxwell	Hongkong		
Kont	Armoured cruiser	9,800	14	22,000	Capt. Allen T. Hunt	Chingwantao		
Kinsha	River gunboat	616	—	1,200	Lt.-Com. H. Marryatt	Hankow		
Morlin	Surveying ship	1,070	6	1,400	Capt. F. C. C. Pasco	Hongkong		
Minotaur	Armoured cruiser	14,600	—	27,000	Capt. G. C. Cayley	Hongkong		
Moomouth	Armoured cruiser	9,800	—	22,000	Capt. L. E. Power, M.V.O.	Hongkong		
Moorehen	River gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River		
Newcastle	2nd class cruiser	4,300	—	22,000	Capt. G. P. E. Hunt D.S.O.	Hongkong		
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze		
Otter	Torpedo-boat	385	6	6,300	Comdr. Lamb	Hongkong		
Pegasus	Protected cruiser	2,135	—	5,000	Comdr. F. H. Mitchell	Yangtze		
Prometheus	3rd class cruiser	2,135	—	5,000	Comdr. P. H. Warleigh	Hongkong		
Ribble	T.B.D.	590	6	7,500	Lt.-Com. E. J. G. Mackinnon	Hongkong		
Robin	River gunboat	85	2	240	Lt.-Comdr. J. S. Tyndall	West River		
Rosario	Depotship for submarines	380	—	1,400	Lt.-Comdr. N. E. Archdale	Hongkong		
Sandpiper	River gunboat	85	2	240	Lt.-Com. E. J. J. Touthby	Hongkong		
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze		
Taku	Torpedo-boat destroyer	305	6	6,000	Lt.-Comdr. Brickenden	Hongkong		
Tamar	Receiving ship	4,650	—	—	Comdr. Eyres	Hongkong		
Teal	River gunboat	180	2	800	Com. Hon. Guy Stopford	Chungking		
Thistle	Gunboat	710	—	900	Lt.-Com. M. Baillie Hamilton	Hankow		
Ulk	T.B.D.	590	—	7,500	Lt.-Comdr. B. W. Blunt	Shanghai		
Virago	Torpedo-boat destroyer	390	6	6,300	Lt.-Com. H. D. Adair-Hall	Swatow		
Waterwitch	Surveying ship	626	—	450	Lt.-Com. R. L. Hancock	Hongkong		
Welland	T.B.D.	590	—	57,000	Lt.-Com. E. T. Chambers	Shanghai		
Whiting	Torpedo-boat destroyer	260	5	5,000	Lt.-Com. G. B. Hartford	Hongkong		
Widgeon	Gunboat	195	2	800	Comdr. M. H. Wilding	Kiating		
Woodcock	Gunboat	150	2	550	Lt.-Com. M. B. Blackwood	Yangtze		
Woodlark	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock	Hankow		
* Flagship of Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.								
Submarines:—								
No. 36	Lt.-Comdr. Godfrey Herbert							
No. 37	Lt.-Comdr. A. A. L. Fenner							
No. 38	Lt.-Comdr. J. R. A. Cordington							
T.B. 035	Lt.-Comdr. Woodward				West River.			
T.B. 036	Lt.-Comdr. Davies				West River.			
T.B. 037	Lt.-Comdr. Nicol				West River.			
T.B. 038	Lt.-Comdr. Seymour				West River.			
AMERICAN.					Commander		Reported at	
Name	Class	Tons	Guns	I.H.P.				
A-2	Submarine	—	—	—	Ensign J. McU. Murray	Clongapo		
A-4	—	—	—	—	Lt. E. D. McWhorter	"		
A-6	—	—	—	—	Ensign J. G. Van de Carr	"		
A-7	—	—	—	—	Ensign G. M. Yates	"		
Albany	Protected cruiser	3,130	10	7,500	Commander M. L. Bristol	Yangtze River		
Bainbridge	Torpedo-boat des.	420	7	8,000	Lt. C. S. Graves	Yangtze River		
Barry	Torpedo-boat des.	420	7	8,000	Lt. R. Hill	Canton		
Callao	Gunboat	243	8	250	Lt. S. W. Cate	Canton		
Chauncey	Torpedo-boat destroyer	420	7	8,000	Lt. P. J. Fletcher	Yangtze River		
Cincinnati	Protected cruiser	3,133	11	10,000	Com. S. S. Robinson	Shanghai		
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign J. L. Oswald	Clongapo		
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. B. H. Green	Yangtze River		
Eleono	Gunboat	620	4	600	Lt. Com. V. S. Houston	"		
Holena	Gunboat	1,392	8	1,988	Com. R. H. Jackson	Clongapo		
Mohican	Tender-submarine	1,900	6	1,100	Chief Gun. J. Mitchell	"		
Monadnock	Monitor	3,900	6	3,900	Lt. E. P. Svarz	Swatow		
M. ray	Monitor	4,084	4	5,244	Com. H. A. Wiley	So. P. Waters		
Pam. rga	Gunboat	243	8	250	Lt. C. A. Woodruff	"		
Piscataqua	Gunboat	—	—	—				
Pompey	Sea going tug	854	2	1,600	Lt. S. W. Wallace	Hongkong		
Queros	Repair ship	3,085	—	—	Lt. R. V. Lowe	Shanghai		
Rainbow	Gunboat	350	2	208	Lt. J. W. Schoenfeld	Yangtze Riv.		
Samar	Cruiser	4,360	14	1,800	Lt. Comdr. A. N. Mitchell	Cruising		
Saratoga	Armored cruiser	8,115	14	17,401	Commander H. A. Bismham	Wuchang		
Villalobos	Gunboat	370	8	206	Ensign H. A. McClure	Yangtze Riv		
Wilmington	Gunboat	1,392	8	1,894	Commander W. A. Edgar	Hongkong		
Wompatuck	Tug	462	—	650	Chief Boatsw. P. E. Radcliffe	"		
* Flagship of Rear Admiral Reginald F. Nicholson, Commander China Squadron.								
* Flagship of Rear Admiral Joseph B. Murdock, Commander-in-Chief, U. S. Asiatic Fleet								
VESSELS TEMPORARILY ON ASIATIC STATION.					Commander		Reported at	
Name	Class	Tons	Guns	I.H.P.				
Buffalo	Transport	6,000	6	3,600	Comdr. C. M. Stone	Swatow		
Colorado	Armored cruiser	13,680	18	23,000	Capt. W. A. Gill	Clongapo		
California	Armored cruiser	13,680	18	23,000	Capt. C. F. Pond	Clongapo		
West Virginia	Armored cruiser	13,680	18	23,000	Capt. A. S. Halstead	Clongapo		
* Flagship of Rear Admiral W. H. H. Southard								
GERMAN.					Commander		Reported at	
Name	Class	Tons	Guns	I.H.P.				
Emden	Cruiser	3,600	22	13,500	Capt. v. Restorff	Tsingtau		
Gneisenau	Armoured cruiser	11,000	36	20,000	Captain v. Ussler	Tsingtau		
Ilia	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai		
Jaguar	Gunboat	900	12	1,300	Comdr. Varselov	Tsingtau		
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke	Tsingtau		
Lucas	Gunboat	900	10	1,350	Comdr. Bendemann	Tsingtau		
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morsberger	Tsingtau		
Otter	River gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze		
Scharnhorst	Flagship	11,600	36	20,000	Capt. Rosing	Shanghai		
S. 90	Torpedo-boat	400	8	6,500	Capt. Lieut. Berrenberg	Shanghai		
Taku	Torpedo-boat	280	4	6,000	Oblt. z. S. Claassen	Tsingtau		
Tiger	Gunboat	900	10	1,350	Comdr. Luppe	Tsingtau		
Tsingtau	River gunboat	223	4	1,300	Capt. Lieut. Frhr Fireks	Canton		
Vaterland	River gunboat	223	4	500	Oblt. z. S. Prinz	Shanghai		
FRENCH.					Commander		Reported at	
Name	Class	Tons	Guns	I.H.P.				
Dupleix	Armoured cruiser	10,014	30	20,000	—	Hongkong		
Kleber	1st Class cruiser	9,700	12	19,000	—	Saigon		
Decadee	Gunboat	645	10	1,000	Lt. de Lineres	Saigon		
Argus	River gunboat	180	6	570	Lt. d'Estienne	Canton		
Vigilante	Gunboat	123	7	500	Lt. Biscall	Canton		
Pelko	Gunboat	130	—	—	Lt. Pucchi	Tongku		
Latargeon	Submarine	—	—	—	Lt. Combott	Saigon		
Lynx	Submarine	—	—	—	Lt. Marrs	Saigon		
Porle	Submarine	500	—	—	—	Saigon		
Protee	Submarine	—	—	—	Lt. Morris	Saigon		
Slyx	Armoured gunboat	1,708	10	1,700	Lt. Seriot	Saigon		
Frondo	Destroyer	350	7	303	—	Saigon		
d'Iberville	Destroyer	—	—	—	—	Saigon		
Takou	Destroyer	250	9	—	—	Saigon Reserve		
Phatlot	Destroyer	180	7	300	Comdr. Mortenol	Hongay		
Mousquet	Destroyer	307	6	300	Lt. de la R. Korandson	Saigon		
Vauban	Torpedo-depot	—	—	—	—	Hongay		
Veteran	Torpedo-depot	—	—	—	Lt. Bihel	Cap. St. Jacques		
Manche	Surveying ship	1,625	10	9,000	Com. Ragot de Touche	Saigon		
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.								
* Flagship of Commodore Boucaut, Commanding the local defence Indo-China.								
PORTUGUESE.					Commander		Reported at	
Name	Class	Tons	Guns	I.H.P.				
Macao	Gunboat	—	—	—	Capt. Martins	Macao		
Razia	Gunboat	700	—	—	Captain J. Milhires	Macao		

## MARKET PRICES.

Hongkong, April 5, 1912.

## BUTCHER MEAT.

Meat	Price
Boef Sirloin & Prime Cut, — Moi Lung Pa	lb. 20
" Corned, — Ham Ngau Yuk	" 20
" Roast, — Shiu	" 20
" Breast, — Nagu Lam	" 16
" Soup, — Tong Yuk	" 15
" Steak, — Ngau Yuk Pa	" 20
" do., — Sirloin Coton — Ngau Lau	" 30
" Sausages, — Ngau Chaiung	" 21
Bullock's Brains, — Know	per set. 45
" Tongue fresh, — Ngau Li	each 45
" corn 1, — Ham Ngau Li	" 60
" Head, — Ngau Tan	" 6
" Heart, — Ngau Sum	" 12
" Pump, Salt, — Ngau Kin	" 18
" Foot, — Ngau Kask	" 9
" Kidneys, — Ngau Yiu	" 9
" Tail, — Ngau Moi	" 18
" Liver, — Ngau Kon	lb. 12
" Tripo (undressed), — Ngau To	" 6
Calve Head & Feet, — Ngau-chai-tau-kark	set \$1
Mutton Chop, — Young Poi Kwat	lb. 22
" Leg, — Young Poi	" 22
" Shoulder, — Young Shau	" 20
Pigs Chiddings, — Chai Chong	" 22
" Brains, — Chu Know	por set 22
" Feet, — Chu Kark	lb. 12
" Fry, — Chu Chak	" 25
" Head, — Chu Tau	" 15
" Heart, — Chu Sam	each 13
" Kidneys, — Chu Yiu	" 9
" Liver, — Chu Con	lb. 30
Pork, Chop, — Chu Pai Kwat	" 20
" Corned, — Ham Chu Yuk	" 24
" Leg, — Chu Poi	" 24
" Fat or Lard, — Chu Yau	" 15
Sheep Head and Feet, — Young Tau Kark	set 50
" Heart, — Young Sum	each 6
" Kidneys, — Young Yiu	" 9
" Liver, — Young Con	" 24
Sucking Pigs, To Order, — Chu Chai	" 22
Suet, Beef, — Sang Ngau Yau	" 20
" Mutton, — Sang Young Yau	" 22
Veal, — Ngau Chai Yuk	" 20
" Sausages, — Ngau Chai Chaiung	" 20

## POULTRY.

Poultry	Price
Chicken, — Kai Chai	lb. 30
Capon, Large, Small, — Sin Kai	" 30
Ducks, — Ap	" 30
Doves, — Pan Kau	each 1
Eggs, Hen, — Kai Tan	por doz 24
Fowls, Canton, — Kai	lb. 33
" Hainan, — Hoi Nam Kai	" 28
Geese, — Ngai	" 25
Goose, Wild, — Shing-ho Yea Ngai	pair 1
Musk Deer, — Wong Keng	each 1
Hare, Shanghai, — Tu Chai	" 1
Partridge, — Cheo Khoo	" 1
Pheasant, — Shan Kai	pair \$ 1
Pigeons, Canton, — Pak Kup	each 30
" Hoihow, — Hoi How Pak Kup	" 25
Quail, — Um Chun	" 20
Rice Birds, — Wo Pa Cheul	dozen 20
Snipe, — Si Choy	each 20
Turkeys, Cook, — Phor Kai Kung	lb. 51
" Hen, — Na	" 05
Wild Ducks, — Shai — Shang hoi Sui Ap	" 1
Teal, — Sui Ap Chai	" 1
Wild Ducks Canton, — Sang-Shing Sui Ap	" 1

## FISH.

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## SPORT.

## RESULTS OF HOME FOOT-BALL MATCHES.

## State of League Tables.

The results of the home football matches, with the state of the League tables, on Saturday March 30 are given below:—

## League—Division 1.

	P.	W.	L.	D.	P.
Blackburn R.	30	16	7	7	39
Newcastle United	32	17	11	4	33
Bolton W.	33	18	13	2	38
Everton	31	17	10	4	38
Sheffield W.	33	14	11	8	36
Aston Villa	34	14	12	7	35
West Brom. A.	29	13	9	7	33
Sheffield United	31	12	13	9	33
Tottenham H.	31	11	11	7	33
Sunderland	33	11	11	11	34
Middlesbrough	31	12	11	8	32
Bradford City	31	13	13	6	30
Manchester U.	30	11	10	9	31
Notts County	31	13	15	5	31
Woolwich A.	32	11	13	8	30
Oldham Athletic	30	11	12	7	29
Preston N. E.	32	10	15	7	27
Manchester City	32	8	15	9	25
Liverpool	32	8	15	9	25
Bury	33	5	20	8	18

\*Aston Villa 6, Manchester United 0.

\*Bolton Wanderers 1, Bury 0.

\*Bradford City 5, Sheffield Wednesday 1.

\*Oldham Athletic 2, Middlesbrough 0.

\*Notts County 3, Sheffield United 1.

\*Manchester City 2, Sunderland 0.

\*Newcastle United 2, Tottenham Hotspur 0.

\*Preston North End 2, Liverpool 1.

## League Division 2.

	P.	W.	L.	D.	P.
Burnley	33	21	5	7	49
Chelsea	32	19	7	6	44
Derby County	31	18	7	6	42
Hull City	32	15	10	7	37
Clapton Orient	31	16	12	3	35
Grimsby Town	31	11	13	7	35
Wimbledon W.	31	13	10	8	34
Fulham	30	14	11	5	33
Barnsley	29	11	7	11	33
Notts R.	32	13	13	6	32
Bradford	32	11	13	8	30
Leicester Fosse	32	11	14	7	29
Birmingham	32	11	16	5	27
Blackpool	31	10	14	7	27
Stockport County	31	9	14	8	26
Huddersfield	31	10	15	6	26
Bristol City	32	10	17	5	24
Glossop	30	6	13	11	24
Leeds City	32	9	14	9	22
Gainsboro T.	30	4	16	11	19

\*Bristol City 2, Birmingham 1.

\*Grimsby Town 1, Hull City 1.

\*Wolverhampton 0, Fulham 0.

\*Clapton Orient 2, Huddersfield 1.

\*Glossop 1, Notts R. 1.

\*Leicester Fosse 1, Bradford 0.

\*Derby County 1, Leeds City 0.

\*Burnley 1, Stockport C. 1.

## Southern League.

	P.	W.	L.	D.	P.
Queen's Park R.	32	19	6	7	43
Plymouth Argyle	32	18	8	6	42
Swindon	29	19	7	3	41
Northampton	30	17	7	6	40
Coventry City	32	16	11	5	37
Millwall Athletic	32	13	9	10	36
Brighton and Hove	30	14	9	7	33
Walford	31	12	9	10	34
Crystal Palace	31	12	11	8	32
Reading	30	10	9	11	31
Norwich O.	32	10	11	11	31
W. Ham United	30	12	13	5	29
Stoke	32	10	13	9	29
Exeter City	32	8	15	9	25
Bristol R.	31	8	14	9	25
Luton	32	7	15	10	24
Brentford	31	8	15	8	24
Southampton	31	8	15	8	24
New Brighton	31	6	17	8	20
Leyton	31	5	18	8	18

\*B'ton & Hove A 8, Queen's Park R. 1.

\*Stoke 1, Brentford 1.

\*Coventry City 1, Exeter City 1.

\*Norwich City 1, Watford 1.

\*Crystal Palace 1, Reading 1.

\*Southampton 1, Plymouth A. 1.

\*Northampton 2, Millwall A. 0.

\*Luton 0, Bristol Rovers 1.

\*New Brighton 2, Leyton 1.

## Scottish League.

	P.	W.	L.	D.	P.
Rangers	32	23	6	3	49
Celtic	32	16	6	10	42
Clyde	31	18	9	4	40
Paisley Thistle	31	15	8	8	38
Dundee	31	12	11	8	32
Morton	30	12	11	7	31
Hearts	27	11	8	8	30
Aberdeen	28	12	10	6	30
Falkirk	29	12	11	6	30
Hamilton	32	11	13	8	29
Airdrieonians	30	10	12	8	28
Third Lanark	31	11	14	6	28
Hibernians	32	11	10	5	27
Motherwell	29	10	15	4	24
Kilmarnock	30	10	17	4	24
Rath Rovers	32	8	16	8	24
St. Mirren	29	6	14	9	21
Queen's Park	31	6	17	8	20

\*Queen's Park 2, Airdrieonians 1.

\*Partick Thistle 2, Rath Rovers 2.

\*Hibernians 0, St. Mirren 0.

\*Dundee 0, Third Lanark 0.

\*Kilmarnock 3, Rangers 2.

\*Aberdeen 0, Clyde 0.

\*Falkirk 1, Hamilton Accs 0.

## CROSS COUNTRY CHAMPIONSHIP.

## Boulin Retains his Title.

Thus, on the occasion of the fourth International Cross-country Championship, which was decided on Saturday March 30, from the Sports Ground, Edinburgh, quite a large crowd assembled. The competing countries, as has been the case since 1907, were England, Scotland, Ireland, Wales, and France. Since the institution of this international in 1903, England has swept the boards so far as the team championship is concerned. Individually, too, they have been foremost, for with Alf Sirubb and A. Aldridge at their head the other nations were meeting rumors of much higher mettle. In recent years, too, they have been well served by A. E. Wood, but they received a check last year at Newport, when that plucky frogman, Jean Boulin, who had given Wood such a hard race for the title at Derby two years previously, scored a very popular success. Boulin won for the second year in succession in very easy fashion. A natural runner, with a pretty action, Boulin covered the ground at a merry pace, and despite his sprint for the last 200 yards he pulled up as fresh as when he started. Scott and Hibbins were both lag-weary, while Wallace, Scotland's foremost candidate, was a bit distressed.

The conditions were not altogether favourable, for not only was the weather cold, but a stiff breeze was blowing from the west. This naturally affected the competitors on the outward journey of the circuit, which comprised grass-land road. This circuit had to be traversed three times, which, in addition to mile run on the cinder track at the start, amounted to a total distance of 93.4 miles.

The start was delayed over half an hour. Boulin immediately dashed to the front, where he was attended by Scott (England) and Wallace (Scotland). After completing the mile, for which the time was 4 min. 55 sec., Scott, Boulin and Wallace led the party into the country. Holbrook, Hibbins, and Tucker being close up. On returning to the track, after covering about four miles, Boulin and Scott were running together, sixty yards ahead of Hibbins, following whom came O'Neill (Ireland), Wallace (Scotland), Murphy (Ireland), and Keyser (France). Then came a formidable English division in Vose, Glover, Neaves, and Tucker, with Davies, the Welshman, foremost of the others.

The second journey into the country saw the Frenchman draw ahead, and on his appearance in the sports enclosure he was fully a hundred yards in advance of Scott, a similar distance behind whom was Hibbins, while Wallace came next. Grouped together were Murphy (Ireland), O'Neill (Ireland), Glover (England), and Keyser (France), while the fact that Vose, Neaves, and Tucker were still together boded well for England's chances of the team championship. Boulin, however, was going so easily that little doubt could be entertained of his retaining the individual title, and such was the case, for in the last three miles the gallant Frenchman increased his lead and entered the track fully 120 yards ahead of the Englishmen. When 200 yards from the tape Boulin mended his pace, and sprinted home an easy winner. Scott could make no effort to reduce the lead, and he jogged in about a hundred yards ahead of Hibbins. Wallace, the Scott, as stated, finished fourth, with Sergeant O'Neill at his heels.

Regarding the team championship, the issue was seldom in doubt, the Englishmen showing great judgment in their running.

## Individual Placings.

	M. S.
1. J. Boulin, M. Reilles	51 46
2. W. Scott, Brighton Harriers	52 19
3. G. S. Hibbins, Thurston A.C.	52 34
4. G. C. L. Wallace, Glenpark	52 51
5. Sergeant O'Neill, Connemara	53 7
6. Jacques Keyser, Racing Club de France	58 12
7. E. Glover, Hallamshire A.C.	58 14
8. V. J. Tucker, Reading A.C.	58 20
9. J. Murphy, Clonilla H.	58 20
10. F. C. Neaves, Surrey A.C.	58 28
11. G. Vose, Warrington A.C.	58 45
12. J. Hughes, Surrey & City	58 46
13. J. D. Hughes, Edinburgh H.	54 1
14. D. Stephen, Ballahouston H.	54 5
15. H. Hugon, West of Scotland	54 11

## POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe. Letters for this route should be superimposed by Siberia.

The Parcel Post system to the following places in China is for the present suspended:—Hankow, Hunan and Tientsin.

## MAILS VIA SIBERIA.

Left	Due
London	Shanghai
April 6th	April 23rd
April 10th	April 23th

## MAILS DUE.

American, Mongolia, 7th prox.
Siberian, N. minor, 3th inst.
German, Bulow, 1st prox.

## MAILS CLOS.

Japan via Kobe—Per Kurematsu, 30th April, 10 a.m.
Shanghai and North China—Per Wai-shing, 30th April, 11 a.m.
Seitow, Wei-hwei and Chifu—Per Cheongshing, 30th April, 10 a.m.
Saigon—Per Plempouh, 30th April, 10 a.m.
Saigon—Per Marie, 30th April, 10 a.m.

Philippine Islands, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe, via Naples. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) Late letters 11 a.m. to 11.30 a.m. Extra postage 10 cents.—Per Kurematsu, 30th April, 11 a.m.

Shanghai, Northern China, Japan via Moji, Victoria, B.C. and United States via Tacoma—Per Panama-maru, 30th April, 11 a.m.

Shanghai, North China, Japan, via Japan, United States, Canada and South America via San Francisco (Europe via Siberia)—Per Manchuria, 30th April, noon.

Manila—Per Sai Tai, 30th April, 1.15 p.m.

Philippine Islands—Per Taming, 30th April, 3 p.m.

Straits and India via Calcutta—Per Chi, 30th April, 5 p.m.

Straits and Burmah—Per Motu, 30th April, 5 p.m.

Haiphong and Pakhoi—Per Mathilde, 1st May, 8 a.m.

Haiphong and Pakhoi—Per Sung-king, 1st May, 8 a.m.

## SHIPPING NEWS.

The I. G. M. s.s. Bulow left Singapore on Saturday, 27th inst., at 10 a.m. and may be expected here on or about Wednesday, 1st prox., at noon.

The I. G. M. s.s. Kleit left Shanghai on Saturday at 8 p.m. and may be expected here on or about Tuesday, the 30th inst., at noon.

The s.s. Indramayo left Singapore on Saturday, the 27th inst., at p.m. and is due here on or about Friday, 3rd prox., at a.m.

## ARRIVED.

Songkhang, Br. s.s., 987, H. Matthias, 27th April—Haiphong 25th April, Gen.—B. & S.
Choy Sang, Br. s.s., 1,424, M. Courtney, 28th April—Shanghai 21st April, Gen.—J. M. & Co.
Uaiching, Br. s.s., 1,267, W. C. Passmore, 28th April—Swatow 27th April, Gen.—D. L. & Co.
Halvard, Nor. s.s., 1,066, O. Andersen, 23th April—Bangkok and Swatow 27th April, Gen.—C. S. S. N. Co.
Kueichow, Br. s.s., 1,216, E. Fumy, 28th April—Tientsin and Wei-hwei 2nd April, Gen.—B. & S.
Muttra, Br. s.s., 2,985, H. Carey, 28th April—Japan, Gen.—J. M. & Co.
Tijlajap, Dutch s.s., 2,440, E. H. Kross, 28th April—Daly and Amoy 26th April, Gen.—J. C. J. L.
Chonan, Br. s.s., 1,350, L. Jones, 28th April—Shanghai 25th April, Gen.—B. & S.
Irene, Chi. s.s., 828, M. A. Chih, 28th April—Ecochou 26th April, Gen.—C. M. S. N. Co.
Rubi, Br. s.s., 1,408, S. A. Crosby, 28th April—Manila 26th April, Gen.—S. T. & Co.
Phranang, Ger. s.s., 1,011, N. O. Reher, 28th April—Bangkok via Swatow 19th April, Gen.—B. & S.
Sado Maru, Jap. s.s., 3,860, K. Aikawa, 28th April—Shanghai 17th April, Gen.—N. Y. K.
Maebashi, Br. s.s., 4,276, G. W. Long, 28th April—Shanghai 26th April, Gen.—B. & S.
Newchwang, Fr. s.s., 553, J. C. G. n, 28th April—Swatow 27th April, Balist.—B. & S.
Taishun, Chi. s.s., 1,218, R. G. Paromora, 28th April—Canton 27th April, Gen.—C. M. S. N. Co.
Triumph, Ger. s.s., 769, Lange, 28th April—Manila 25th April, Gen.—J. C. J. L.
Linchen, Br. s.s., 2,465, Dornand, 28th April—Moji 22nd April, Gen.—M. B. K.
Wai Shing, Br. s.s., 1,170, P. Holmwood, 28th April—Canton 28th April, Rice—J. M. & Co.
Sosho Maru, Jap. s.s., 1,119, K. Sekawa, 28th April—Canton 28th April, Gen.—O. S. K.
Seang Bee, Br. s.s., 3,670, J. Travis, 28th April—Rangoon 20th April, Gen.—Seang Tak Hong.
Samsen, Ger. s.s., 998, R. Petersen, 29th April—Saigon 25th April, Rice—N. D. L.

## CLEARANCES AT THE HARBOUR OFFICE.

Anhui, for Shanghai.
Anglo, for Singapore.
Pongtung, for Singapore.
Singon, for Hongkong.
Recorder, for Cable group 1.
Haiman, for Swatow.
Loongang, for Manila.
Hutchow, for Tientsin.
Kwongang, for Shanghai.
To, Sai, for Amoy.
Choyang, for Canton.
Marie, for Saigon.
Maebashi, for London.
Panama-maru, for Victoria.
Kueichow, for Canton.
Muttra, for Rangoon.
Shing Ping, for Canton.

## DEPARTED.

Haiman, for Swatow.
Anhui, for Shanghai.
Daijin-maru, for Swatow.
Wongkoi, for Bangkok.
Kwongkoi, for Canton.
Irene, for Canton.
Chonan, for Canton.
Kueichow, for Canton.
Newchwang, for Canton.
Choyang, for Canton.
Dakota, for San Francisco.
Too Sai, for Tientsin.
Tosa-maru, for Singapore.
Hutchow, for Tientsin.

## VESSELS IN FORT.

STEAMERS.
Cambria, Br. s.s., Skelton, 14th April—New Port 15th Feb., Coal.—B. & Co.
Chiangmai, Ger. s.s., 1,080, H. Oldson, 25th April—Bangkok 12th April, Gen.—M. & Co.
Cheongshing, Br. s.s., 1,259, Liddell, 30th April—Canton 26th April, Gen.—J. M. & Co.
Ohio Maru, Jap. s.s., 13,426, W. W. Greene, 24th April—San Francisco 27th Mar., Mails and Gen.—T. K. K.
Empress of Japan, Br. s.s., 3,039, S. Robinson, s.s.s., 25th April—Vancouver 6th and Shanghai 24th April, Mail and Gen.—O. P. R. Co.
Hanoi, Fr. s.s., 738, G. Bruhier, 26th April—Haiphong via Pakhoi 24th April, Gen.—A. R. Marty.
Johanne, Ger. s.s., 952, H. Inland, 27th April—Canton 26th April, Gen.—J. C. J. L.
Kunming, Br. s.s., 2,077, F. Wh'or, 26th April—Calcutta and Singapore 20th April, Gen.—J. M. & Co.
Loongmoon, Ger. s.s., 1,245, Von Ilgum, 26th April—Macassar 18th April, Gen.—J. C. J. L.
Manchuria, Am. s.s., 8,750, A. Dixon, 20th April—San Francisco 21st Mar., Mail and Gen.—P. M. S. S. Co.
Marie, Ger. s.s., 1,169, Schalkin, 26th April—Saigon 10th April, Gen.—J. C. J. L.
Mathilde, Ger. s.s., 831, Ulmhor, 26th April—Haiphong and Hanoi 25th April, Gen.—J. C. J. L.
Minnesota, Am. s.s., 13,823, T. W. Garlick, 21st April—Seattle 16th Mar., and Manila 18th April, Gen.—N. Y. K.
Mutrin, Br. s.s., 1,116, Kinnepol, 26th April—Manila 23rd April—B. & S.
Panama Maru, Jap. s.s., 3,767, Kanno, 22nd April—Shanghai 19th April, Gen.—O. S. K.
Petichari, Br. s.s., 1,978, C. Gose, with 25th April—Bangkok 17th April, Rice—B. & S.
Phoumpouh, Br. s.s., 1,065, Jas. H. Ford, 23rd April—Saigon 19th April, Gen.—W. O. Fat Sing.
Taiw n, Br. s.s., Jenkins, 26th April—Saigon 22nd April, Rice—Chiota.
Taming, Br. s.s., 1,310, G. H. Penns-lather, 26th April—Manila 23rd April, Sugar and Gen.—B. & S.
Tjimali, Dutch s.s., 3,038, W. H. Lap, 27th April—Macassar 17th April, Gen.—J. C. J. L.
Volute, Br. s.s., 2,995, Wilton, 14th April—Tientsin 7th April. Bulk oil.—A. P. & Co.

## PASSENGERS ARRIVED.

Per s.s. Sado Maru, arrived 28th April, from Shanghai:—
Akobe, S. Kikabawa, Mrs.
Holm, Mrs. C. T.
Holm, Masters (2) Naito, S.
Solmi, Mrs. Stucke, R.
Per s.s. Haiching, arrived